















CONTRIBUTIONS

OF

THE <sup>✓</sup> OLD RESIDENTS'

Historical Association,

LOWELL, MASS.

ORGANIZED DECEMBER 21, 1868.

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No. 1. - 4

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PUBLISHED BY THE ASSOCIATION,

JANUARY 1, 1874.

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LOWELL, MASS.:

STONE, HUSE & CO., BOOK AND JOB PRINTERS, 21 CENTRAL STREET.

1873. — 74.



14, June 65 - 77

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# LIST OF MEMBERS.

The figures in the first column indicate date of birth; those in the second column, date of arrival in Lowell.

Abbott, Hermon.....	1811.....	1827
Adams, Smith.....	1809.....	1833
Ames, Jacob.....	1816.....	1833
Atkinson, J. V. (died 1874).....	1787.....	1824
Allen, Otis.....	1808.....	1828
Abbott, Ziba (died 1878).....	1800.....	1830
Ayer, James C. (died 1878).....	1819.....	1836
Adams, John.....	1805.....	1821
Adams, Jonathan.....	1802.....	1823
Bancroft, Jefferson.....	1803.....	1824
Bancroft, Selwin (died 1871).....	1805.....	1826
Battles, Charles F. (died 1870).....	1818.....	1832
Bedlow, Joseph.....	1795.....	1826
Bellows, S. M.....	1810.....	1830
Bennett, W. S.....	1814.....	1830
Bennett, Wilder.....	1813.....	1832
Brooks, A. L. (died 1878).....	1803.....	1832
Brabrook, J. A.....	1806.....	1832
Brown, William.....	1799.....	1826
Brownell, George (died 1872).....	1793.....	1824
Bullens, J. M. (died 1878).....	1804.....	1829
Bowers, James (died 1873).....	1787.....	1787
Bailey, Manasseh (died 1872).....	1792.....	1827
Barnes, Henry H.....	1815.....	1829
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Bragdon, George.....	1800.....	1825
Butcher, John.....	1803.....	1828
Buttrick, John A. (died 1879).....	1813.....	1839
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Brown, Leonard.....	1821.....	1842
Brown, Willard (died 1878).....	1794.....	1834
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Bullard, Otis.....	1809.....	1831
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Beck, Samuel.....	1821.....	1838
Brigham, Danforth P. (died 1875).....	1803.....	1829
Brown, William (died 1875).....	1802.....	1840
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Currier, John.....	1810.....	1830
Cushing, Daniel.....	1806.....	1835
Chase, John K. (died 1879).....	1813.....	1834
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Cook, James.....	1794.....	1830
Conant, Abel E.....	1829.....	1834
Clifford, Weare (died 1872).....	1816.....	1834
Clough, Nathan.....	1812.....	1832
Chambers, Cyrus (died 1875).....	1796.....	1796
Converse, Samuel.....	1808.....	1826
Cooper, Isaac.....	1806.....	1835
Conant, Abel (died 1875).....	1784.....	1820
Crane, J. E. (died 1876).....	1821.....	1841
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Crosby, Sylvester (died 1877).....	1804.....	1832
Chase, Warren E.....	1830.....	1830
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Crosby, Nathan.....	1798.....	1843
Carney, Geo. J.....	1835.....	1835
Chase, Charles C.....	1818.....	1845
Chandler, Geo. H.....	1825.....	1832
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Davis, Elisha.....	1799.....	1799
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Deming, C. W. (died 1876).....	1830.....	1830
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Edwards, Jabez.....	1815.....	1834
Emery, Henry.....	1814.....	1845
Elliott, G. M.....	1839.....	1839
Eaton, Forrest.....	1802.....	1830
Fifield, Edward.....	1800.....	1832
Fellows, J. K.....	1809.....	1827
Farrington, Daniel (died 1879).....	1801.....	1822
Fay, Samuel.....	1817.....	1833
Fiske, William.....	1806.....	1828
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Freeman, S. J.....	1814.....	1836
Fiske, George W.....	1812.....	1833
Fitts, Isaac N.....	1808.....	1828
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Favor, Nathaniel B.....	1806.....	1829
Fernald, Mark (died 1873).....	1803.....	1840
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Fielding, H. A.....	1828.....	1832
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Gove, David.....	1802.....	1826
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Kimball, Gilman.....	1805.....	1830
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Roby, A. B. (died 1879).....	1809.....	1830
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Richardson, Luther.....	1811.....	1835
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Snell, Orlando.....	1825.....	1847
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Southwick, John R.....	1818.....	1839
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Scott, James.....	1817.....	1841
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Tower, James.....	1796.....	1826
Tufts, Edward (died 1875).....	1806.....	1828
Tuck, Edward.....	1806.....	1828
Tyler, Silas (died 1875).....	1793.....	1793
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Tyler, Artemas S.....	1824.....	1824
Tripp, John.....	1807.....	1825
Trueworthy, James B.....	1828.....	1848
Thompson, J. P.....	1830.....	1848
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Vinal, G. A. W.....	1833.....	1843
Wilkins, George.....	1818.....	1839
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Wright, Hapgood.....	1811.....	1828
Webster, William P. (died 1877).....	1818.....	1823
Waugh, John (died 1872).....	1795.....	1822
Watson, E. F.....	1807.....	1832
Whittier, Moses.....	1795.....	1829
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Welch, W. C.....	1824.....	1830
Webber, J. P. (died 1875).....	1801.....	1828
Walker, Benjamin.....	1822.....	1826
Wheeler, Albert (died 1876).....	1813.....	1823
Wood, Samuel (died 1874).....	1786.....	1823
Williams, S. M.....	1794.....	1824
Watson, James.....	1818.....	1835
Wood, Samuel N.....	1821.....	1822
Wood, William.....	1819.....	1819
Whipple, Oliver M. (died 1872).....	1794.....	1818
Washburn, J. M. (died 1875).....	1812.....	1829
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Worcester, Leonard.....	1813.....	1846
Wood, Robert.....	1820.....	1842
Wiggin, Andrew J.....	1815.....	1836

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Wilder, Charles H. (died 1879).....	1805.....	1832
Ward, S. L.....	1826.....	1843
Webster, George.....	1810.....	1825
Wright, John F.....	1818.....	1831
Wilson, Edwin T.....	1812.....	1826
Watson, Shepard.....	1815.....	1831
Willoughby, B. L.....	1807.....	1841
Wing, True (died 1878).....	1816.....	1841
Wallace, D. R.....	1823.....	1847
Wood, Horatio.....	1807.....	1844



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## OFFICERS.

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JOHN O. GREEN, PRESIDENT.

A. L. BROOKS, VICE-PRESIDENT.

ALFRED GILMAN, SEC'Y AND TREAS.

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### EXECUTIVE COMMITTEE.

WARD ONE.

J. W. SMITH,

EDWARD TUFTS.

WARD TWO.

JOSHUA MERRILL,

DARIUS WHITHED.

WARD THREE.

HAPGOOD WRIGHT,

ALFRED GILMAN.

WARD FOUR.

EDWARD F. WATSON,

BENJ. WALKER.

WARD FIVE.

J. G. PEABODY,

CHARLES MORRILL.

WARD SIX.

WM. KITTREDGE,

EDWARD B. HOWE.

# CONSTITUTION.

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## ARTICLE I.—NAME.

SECTION 1. The name of this organization shall be The Old Residents' Historical Association of Lowell.

## ARTICLE II.—OBJECTS.

SECTION 1. The objects of this Association shall be to collect, arrange, preserve, and perhaps from time to time publish any facts relating to the history of the City of Lowell, as also to gather and keep all printed or written documents, as well as traditional evidence of every description, relating to the City.

## ARTICLE III.—OFFICERS.

SECTION 1. The officers shall be a President, Vice-President, Secretary and Treasurer, who shall be elected annually.

SECT. 2. There shall also be an Executive Committee, consisting of two from each Ward, whose duty it shall be to attend to the collection, arrangement and transmission to a Recording Secretary (who may be selected by the Committee), of all matters pertaining to the objects of the Association, and to appoint such sub-committees as may be necessary to aid them in their duties. In this Committee is vested the power to fill all vacancies that may occur during the year, and to direct the Secretary to call special meetings. They shall also fix the compensation of the Recording Secretary.

## ARTICLE IV.—MEMBERSHIP.

SECTION 1. Any person shall be eligible to membership who was a resident of Lowell at the time of the organization of the City Government (May 2, 1836), or prior to that date, or has resided in Lowell twenty-five years, and attained the age of forty-five years.

SECT. 2. It shall be necessary for the applicant for membership to sign the Constitution and pay to the Treasurer the sum of one dollar (\$1.00) annually.

## ARTICLE V.—MEETINGS.

SECTION 1. The annual meeting of the Association for the election of officers shall be held in the first week in May, at such time and place as the President shall appoint, printed notices of which shall be given to members by the Secretary.\*

## ARTICLE VI.—HONORARY MEMBERS.

SECTION 1. Non-residents of Lowell, or persons who formerly resided in the City, may be made Honorary Members by vote of the Executive Committee.

## ARTICLE VII.—AMENDMENTS.

SECTION 1. This Constitution may be amended at any meeting, previous notice of the same having been given by the Secretary in the call for such meeting.

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\* At the annual meeting, May 4th, 1871, it was *voted* that the Association hold quarterly meetings each year, commencing in May.



(No. I.)

## PRESIDENT'S ADDRESS.

READ MAY 3, 1869.

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*Gentlemen:*—Allow me to welcome you to the first annual meeting of the Old Residents' Historical Association. If I may not congratulate you on the large number present, and if we can boast of but little already accomplished, we can rejoice that a complete organization has been made certain and is in readiness to engage in any appropriate work. Our aims are few, and our history is so short that I may be spared their repetition.

Without any special effort, the names of eighty-five persons have been enrolled,\* and at every call our meetings have been fully attended and harmonious throughout. There is a manifest disposition to unite in a sympathetic meeting, engendered by our long, almost life-long, and earnest efforts, each in his own appropriate sphere, however humble, to contribute to the welfare and happiness of our beloved City, this day thirty-three years old. Does any one smile at the boast of such an antiquity, ask him to show a similar fact to this one, that we have gathered a population in that period of forty-five thousand, upon the soil of one of the oldest incorporated towns in Massachusetts, and (excuse the egotism) that the speaker was present at the birth of the first child, a daughter of James Barnes, May 10, 1824, on the oldest corporation, the Merrimack.

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\*The whole number Nov., 1873, one hundred and eighty-five.

In the autumn of 1823, I witnessed one of the most singular, and to me, one of the most novel experiments, of planting the acorns of the white oak, suggestive of the foresight and prudence of the founders of this City. A tract of eleven acres, now nearly covered with dwellings, on School and the adjacent streets, was selected, fenced, ploughed and harrowed. Baskets of acorns were brought by a hardy yoeman from Vermont, and planted, under the personal oversight of Ezra Worthen, Esq., in the most careful manner; thus to provide superior white oak timber for the use of the mills in after years. You can easily imagine that such an experiment was looked upon with great incredulity by the farmers around. But it showed the enterprise and spirit of the men who were now beginning the foundations of our City, not to be daunted by obstacles and quite willing to wait. The acorns sprouted, came up, and a few reached the height of a foot or more, but were allowed to wither away, more promising and more urgent work occupying the time and thoughts of their owners. It was not a good financial operation and, I think, has never again been proposed.

I have thus taken you back to our earliest years. Had I time and could I divest myself of the impropriety of thrusting my own personal recollections upon you, hours might be occupied in similar reminiscences, which could be better used by others.

I cannot close, however, without calling up the memories of former associates and citizens, whose toils and duties are ended, and who have gone to their reward. Since the organization of this Association in December last, death has been busy among them.

There have died Ira Thompson, *Æ.* 62; James Wight, *Æ.* 76; Abel Carter, *Æ.* 82; Erastus Douglass, *Æ.* 67; Daniel C. Eaton, *Æ.* 53; James G. Carney, *Æ.* 64; Thomas Atherton, *Æ.* 69; John Wright, *Æ.* 71; Rufus Melvin, *Æ.* 66. One of these was born at the foot of the Falls. Some

of them were present at our former meeting. Each, in his own peculiar sphere, has borne his part in the labors and duties of the City, some in a conspicuous way, and with distinguished usefulness and honor. In these times of what are called "financial irregularities," the record of forty years of service of one of them (James G. Carney), at the head of our oldest Savings Institution, will show not a single dollar lost, of the millions which have passed through his hands, and not a figure requiring to be changed in nineteen ledgers of nearly one thousand pages each. What a commentary upon what passes for *old fashioned* integrity! Nearly twenty-five years of the life of another (John Wright) were occupied as Agent of one of our large manufacturing companies, together with other public trusts of great responsibility, and with singular fidelity and diligence.

Happy will be for us, when our summons comes, the consciousness that our professions have been practised under the solemn sanctions of Christianity, and their last exercises closed with a reasonable, religious and holy hope.

*No. II. Three Letters of Samuel Batchelder, Esq., of Cambridge, to Rev. Dr. Edson. The First Census of Lowell: The Hamilton Manufacturing Company: First Manufacture of the Power-Loom Drilling. Read May 3, 1870.*

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CAMBRIDGE, March 31, 1870.

DEAR MR. EDSON:—

I enclose a copy of the Census of Lowell in 1828, which was mentioned in our conversation a few evenings since. I believe it is very accurate, as the persons I employed to take it reported that they visited every house.

As you expressed an interest in what I then said respecting the occasion of my first going to Lowell, I recapitulate the particulars. It is well known that Mr. Worthen was first employed by Mr. Boott to superintend the building improvements, and the construction of the canals. Dr. Warren and Dr. Jackson were connected with the enterprise from the first, and from their knowledge of the constitution and complaints of Mr. Worthen, they represented to the other parties that there was such a probability of his sudden death, that it would be prudent to have some one prepared to take his place in order to prevent any interruption to this operation. This was communicated to me by Mr. Nathan Appleton; and I accordingly visited the place at his request, the latter part of the year 1823.

In the course of the following summer Mr. Worthen's death took place, as had been apprehended. Mr. Appleton then came directly to New Ipswich, and requested me to go

with him to Chelmsford and Boston, in order to consult and determine on further proceedings. It was necessary that some one should take the place without delay, and I was not prepared to close my business at New Ipswich so soon as would be required. It was therefore decided, upon consultation with the principal parties at Boston, that Mr. Moody, who was then at Waltham and had been acquainted with the proceedings at Chelmsford from the beginning, should remove, and take the place of Mr. Worthen, and give me time to close my business, and be prepared to take the management of a new manufacturing company which it was proposed to organize during the following winter.

Accordingly an Act was procured to incorporate "Samuel Batchelder, Benj. Gorham, Wm. Sturgis, Wm. Appleton, John Lowell, Jr., and their associates as the Hamilton Manufacturing Company"; and I took up my residence at Lowell in January, 1825.

I well remember, during my intercourse with the parties in 1824, the *prediction* of Mr. Jackson. He remarked that their purchase of real estate at the Falls comprised about as many acres as was contained in the original territory of Boston, before it was extended by encroachments on the tide waters, and continued—"If our plans succeed, as we have reason to expect, we shall have as large a population on our territory in twenty years, as we had in Boston twenty years ago." This language from a sane, calculating business man appeared almost too extravagant for belief, but his expectations were more than realized. In 1804 the population of Boston was 26,000 (in 1800 by census 24,937), and in 1844 the population of Lowell must have been about 28,000. By the State census in 1845 it was 28,841.

Trifling incidents concerning the early growth of cities become interesting to the inhabitants when most of those are gone who remember anything of them. Some of these particulars were probably unknown to any parties at Lowell

during my residence there, and there seems to be some propriety in making a record of them; and I hope the Club you mentioned will take measures to preserve the history of Lowell before it is too late.

With my best regards,

Truly yours,

SAM. BATCHELDER.

POPULATION OF LOWELL, JANUARY, 1828.	Males.	Females.	Total.
Under 7 years of age.....	196	217	413
Between 7 and 14 years.....	138	162	300
Between 14 and 30 years.....	723	1496	2219
Between 30 and 50 years.....	258	277	535
Over 50 years.....	27	38	65
Aggregate.....	1342	2190	3532

Comprising 373 Families.

CAMBRIDGE, April 9, 1870.

DEAR MR. EDSON:—

I have received your kind letter of the 5th. In relation to the circumstances of my leaving Lowell, I may say that two or three of the first years I was there, besides sickness and mourning in the family, my labors were very severe, and Mr. Jackson, who was the President of the Company, frequently told me I was attempting to do too much, from laying the foundations and building the mills to spinning and manufacturing the goods, and that I ought to have more



assistance; but instead of proposing to me to employ such assistance as would be useful to me, it was thought best to send the Treasurer, Mr. Eben Appleton, to reside at Lowell to help me. I have no doubt this was done without being at all aware of the consequences. Mr. Appleton was unacquainted with the business, and the result was that I had to take the responsibility, while somebody else was at the head and had the control of the concern; and any of the subordinates that did not choose to follow my directions, very readily appealed to the Treasurer. This made my position very unpleasant during the few last years I was at Lowell; but I was compelled to submit to it, for the manufacturing business at that time was much depressed, and I could not sell out my interest in the concern without serious loss. As soon as I was able to do this, I made up my mind to resign my position, and at the annual meeting, which was held in Boston, sent to Mr. Jackson my final report, to be laid before the meeting of the proprietors.

The next day Mr. Jackson came to Lowell, and told me that he took the responsibility of not laying my report before the meeting; and Mr. Nathan Appleton said he thought I had mistaken my position—that my relations were *not* with the proprietors but with the Treasurer, to whom I was subordinate.

I then called his attention to the organization of the Company. A subscription paper was drawn up in Boston, substantially in these terms:—“*Whereas, the Merrimac Manufacturing Company* [which was then the owner of the canal and the whole territory] *propose to sell two mill sites for the Hamilton Company, on certain terms; and whereas, Mr. Batchelder agrees to take the agency of the same at a certain salary; therefore, we, the subscribers, agree to take the number of shares annexed to our names.*” It could not be denied that this established my relation with the shareholders instead of the Treasurer.

Both Mr. Jackson and Mr. Appleton urged me to withdraw my resignation, but I saw no prospect for continuing in the position, with any pleasant intercourse with the leading parties. I therefore told them my mind was made up; that I could only remain until they had made such arrangements as they wished, to supply my place, on condition that I should, in the mean time, be at liberty to negotiate for another situation.

A short time after it was known that my engagement at Lowell was terminated, I went to Boston, and going on 'Change, I think in an hour I was offered several situations, with capital to the amount of two or three millions, by such men as Edmund Dwight, Mr. Green, Mr. Fales, and Mr. Lawrence. At that time I was under no engagement. I was solicited to go to Norwich, but shortly received satisfactory proposals to go to Saco. So that I was prepared to begin the world anew, with a prospect of hard work again, with a hard competition with the business I had already established, with what success remained to be determined.

I left without any ill will towards the parties with whom I had been associated, satisfied that it was not worth while for me to have any controversy with gentlemen in their positions, only lamenting that in my new undertaking I was putting myself on a new trial, whether for good or for ill would depend on my own skill and exertions.

In making this communication I have opened the matter more fully than I have ever done before. I was not disposed at the time to make any complaint, or to throw any responsibility upon some of the parties, who, according to what I heard, came under more blame from the shareholders than they deserved.

There was one incident that may be worth mentioning. After it was settled that I was to leave the Hamilton Company, the Treasurer received orders to lock up all the plans of buildings and machinery. This was rather amusing to

some of my friends, as it seemed to indicate an opinion that I should not be able to do again, without their aid, what I had already done very successfully.

You see I am growing tedious, as is apt to be the case when you get an old man talking about old times.

Very sincerely yours,

S. BATCHELDER.

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CAMBRIDGE, June 7, 1870.

MR. EDSON,

DEAR SIR:—Among the incidents that may be interesting to your Club, and worth remembering in relation to the history of Lowell, is the first manufacture of the *Power-Loom Drilling*, which has since become such an important article both for home consumption and for export. This manufacture was commenced in one of the mills of the Hamilton Company in 1827, and the first that was put upon the market was at one of the semi-annual sales of the New England Society, in August, 1827. It was entirely a new article upon the market, nothing of the kind having previously been imported or manufactured in this country, or anywhere else to my knowledge. It proved to be so well adapted for strong and serviceable use for various purposes, that what was offered at the sale was readily sold at nineteen and a quarter cents per yard; and the Treasurer of the Company very soon after made a contract for all we could make for six months, at sixteen cents. At this price the profits were so much beyond the

profits on any other article of brown cotton goods, that an effort was at once made to increase the supply, by other Companies.

The Appleton Company had then commenced the manufacture of their heavy sheetings, which have since become such a popular article for use at home and for exportation. These goods were made of yarn of the same number, of the same weight, and there was very little difference in the cost of production, but the Drillings, for a long time, continued to sell for a much higher price. The very next day after the sale mentioned above, Mr. Jackson, who was Treasurer of the Appleton Company, came to Lowell to ascertain the cost of changing the Appleton mills, and adapting them to the manufacture of Drilling; but on consultation it was found that this would occasion so much expense, and cause so much delay, that instead of doing this it would be better for all concerned to get up another Company, to build new mills expressly for the manufacture of Drilling. This was the origin of the *Suffolk Company*, the stock for the purpose being subscribed without delay.

Other mills were soon built for the purpose at Manchester, Springfield, Nashua, Fall River, and other manufacturing places. With all the extension of this manufacture which has since taken place, scarce any change has been made in the fabric of the goods, which are still made of the same width, the same number of yarn, the same number of threads in the warp, and the same standard weight, viz: 2.75 to 2.80 yards to the pound.

This article has proved so serviceable and acceptable, abroad and at home, that the exports of *domestics* to China alone, up to the commencement of the southern rebellion, had reached in 1860, for that year, 32,676,600, more than *three-quarters* of which was Drilling.

The increase for the few preceding years had been as follows :

In 1855 the export was . . .	7,700,000	yards.
1856 " " " . . .	16,593,600	"
1857 " " " . . .	15,538,200	"
1858 " " " . . .	28,661,400	"
1859 " " " . . .	31,108,800	"
1860 " " " . . .	31,576,600	"
And in 1862 the export had fallen to	60,000	"

The sale of the article soon became of so much importance in various foreign countries, that British manufacturers began making it, in imitation of the American goods, with inferior cotton from India, and copying the American marks; but the American Drilling still has a preference in foreign markets, and when cotton is not too high, continues to be a considerable article of export.

These particulars may seem to be rather foreign to your taste and feelings, but some of your friends at Lowell may feel an interest in such facts as relate to the early history and the causes of the growth of the City.

I remain most sincerely yours,

SAM. BATCHELDER.

*No. III. Reminiscences of John Waugh, by Rev.  
Dr. Edson. Read May 4, 1871.*

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Our esteemed citizen, Mr. John Waugh, is one of the few persons remaining who have been connected with Lowell from its rise, and is part of its entire history. He is a native of the town of Jedburgh, the capital of Roxburghshire, in Scotland. The town is said to be pleasantly situated on the river Jed, on a declivity sloping to the water and protected behind by a semi-circle of hills. It is a royal burgh of great antiquity, but brought into recent notice in connection with Sir Walter Scott and the vicinity of Abbotsford.

Waugh was born in Jedburgh, 1796, just at the time when Scott at the age of twenty-five was coming into active life and notice. His earliest publication was of that same year. What has been called the brilliant period of Scott's literary career commenced when Waugh was about six years old, and culminated not till the latter's settlement in Lowell.

It was during Waugh's youth and early manhood that Scott was distinguishing himself by his poetical writings, and was coming to be so much thought of in all the region about Jedburgh, his own neighborhood. "Waverley" was published in 1814, when Waugh was nineteen. The next year came out "The Field of Waterloo." Then followed "The Lord of the Isles," "The Tales of the Crusaders," "The Antiquary," and the Great Unknown was well known in the neighborhood of Jedburgh when Waugh came of age in 1816. Two years later, at the age of twenty-three (the

same year that "Rob Roy" and "Tales of my Landlord" and their sprightly creations of imagination were conceived and matured in the vicinity of Jedburgh, and were exciting the deep interest of the reading world from that centre to the farthest limit of the English tongue), he was married to Helen Mather, the woman of his early choice, with whom he lived in most perfect harmony for more than fifty years.

Mrs. Waugh was a remarkable woman, of some very strong points of character. She was of vigorous physical constitution, of active habits and good common sense. She was bred to family duties, and being almost entirely exempt from sickness through a long life-time, she was able to take the whole care of her own household till her last sickness and within a few days of her death. Her friends and neighbors of forty years (the few that survive her) will not easily forget the fidelity of her tongue to her native dialect—the expressions and accent of her unaffected Scotch.

She was born and brought up near to Abbotsford, just at the time when Scott's poetical works were giving a charm to the Scotch dialect and when the burghers of the Jed were more and more proud of their Gaelic. It was not the time nor the place for broad Scotch to lose the marked features of its character. Her early life was near the English border, where she had opportunities enough to perceive the difference of speaking; yet it does not appear that she had any fancy at all, even after she came to this country, to adopt either the English or Yankee modes of expression, so as to displace in any degree her own proper tongue. The last time she received me at her door it was with her accustomed salutation, "Com ben."

Mr. Waugh had served an apprenticeship at the business of slating, and when he was out of his time and had wrought about two years at his trade, in 1818, they were married. In June of the same year they left home—he and his wife—for America. They sailed from Leith, the port of Edinburgh,

and after the usual vicissitudes of a sailing voyage they landed at Halifax, Nova Scotia. He was seeking employment at the business of his trade. Not finding it readily, agreeably to his wishes, they embarked again in the autumn and came to Boston, where he fell in with a countryman of his, Mr. Galbraith, of the same trade as himself, with whom he wrought for a time. There was also another Scotchman in Boston who was carrying on the business of slating roofs to some extent, viz: Mr. James Wilson.

In the year 1822 the Merrimack Company's mill, No. 1, was in process of erection, and Mr. Wilson had the job of slating it, with a fair prospect of a considerable business of slating for the corporations as the enterprise proceeded and the building went on. Mr. Wilson let out his job to Mr. Waugh; and confiding in his skill and ability, sent him up here to East Chelmsford from Boston to manage the work and to put it through.

He came on the 30th of October, 1822, and did up his job satisfactorily to all parties concerned, viz: the Merrimack Company, Mr. Wilson and Mr. Waugh. He had his family—wife and two children—in Boston, and he himself boarded here, to see to the work and finish the job which he had taken of Mr. Wilson.

Mr. Boott was a close and intelligent observer of all parts of the work as it was going on. The quickness of his perceptions and the soundness of his judgment, in regard to the application of labor in producing results, were certainly remarkable. He was very quick to discern his man and was for the most part happy in his discriminations. He soon perceived the ability and qualifications of Mr. Waugh for his business, and that he was just the man to do the Company's slating. Of course Mr. Boott knew that Waugh was working for Wilson.

One day as Waugh was passing through the counting-room, Mr. Boott called to him and asked: "Wouldn't you



like to take the jobs of slating of the Company? You would then have the profits yourself, and what there is to be made of it would be your own." Waugh said: "I haven't the money to buy the slates and to pay expenses." "We will furnish you with money if you will do our work satisfactorily," was the reply. Mr. Waugh said: "I must see Mr. Wilson before I can make any agreement with the Company." Mr. Boott was not one to be displeased with a fair and upright way of doing business, so he rejoined: "Well, you talk with Mr. Wilson, and I will see you again."

Mr. Waugh went to his friend and laid the whole matter before him. Wilson saw the advantage that would accrue to his young friend and acceded readily to the proposed arrangement. So Mr. Boott furnished Waugh with what money he needed, which was soon faithfully disbursed; and Waugh did the Company's slating for more than forty years.

Early in 1824 he moved his family to East Chelmsford. He succeeded in obtaining the occupancy of a part of the cottage on Central Street belonging to Capt. Fletcher, nearly opposite to where was subsequently Scripture's Bakery. This arrangement of having his family with him was a comfort which he had not enjoyed for most of the two preceding years.

In 1824 St. Anne's Church was built by the Merrimack Company. Mr. H—— put in the foundation, Mr. Charles Nichols did the masonry, Mr. Hills the carpenter's work, Mr. Joseph M. Dodge the roofing, and Mr. Waugh the slating. While the corporation's building was going on rapidly, the slating was no small department of labor, and his care and responsibility were at times very considerable.

In the cottage on Central Street, in 1827, his third child died—the first Archibald.

By the time that Mr. Waugh was quite settled with his family in the incorporated town of Lowell, Sir Walter Scott of Abbotsford, in the vicinage of Jedburg, was in the zenith

of his successful career, pouring forth volume after volume for the greedily perusal of the intensely interested reading world.

In 1831 Mr. Waugh joined with Mr. Thomas Dodge and others in putting up a block of tenements in Market Street, on land owned and leased by Jonathan Tyler. One of these he owned and occupied with his increasing and growing family for twenty-one years.

When the Merrimack Company set up divine worship here as a general provision for the employees, it was in the Episcopal form, as that which was likely to accommodate a larger number than any one other. Mr. Waugh was one of the members of that "religious society" and was a very constant attendant on the worship in St. Anne's Church. But after the Unitarian Society was formed he attended on that mode of ministration. He was, as is believed, one of the proprietors of what was Lee Street Church; but it is doubted whether he ever frequented public worship with equal constancy after he left the congregation of St. Anne's as during his connection therewith.

The same year in which Sir Walter Scott finished his conspicuous, fame-lit course (1832), Mr. Waugh—still in the prime of life—had attained to easy, independent circumstances, and was sustaining the activities of extensive business engagements. It was the year of our Common School struggle and revolution. The same year died the Hon. Edward St. Lee Livermore; Mr. Moody departed the year before; Mr. Colburn the year after. Waugh took no prominent part in the contest for the school-houses. He was employed by the City to slate the roofs. Nobody else would have been thought of then. Mr. Boott died in 1837 in the vigor of age, two years short of fifty. Mr. Waugh was forty at that time. Mr. Boott was his early friend and patron. But at that time he was sustained by his own reputation. Upon the death of Mr. Roswell Douglas, in

1868, Mr. Waugh purchased his house on Worthen Street, into which he soon moved his family and made that his subsequent domicile, after having lived twenty-one years on Market Street. It was here in his family that young Atkinson, his son-in-law, declined and died.

When St. Anne's was built, the plan was drawn by Mr. Boott with a view to putting on some thirty feet to the length of it should the addition be found needful. Upon the treacherous relinquishment of the enterprise of St. Luke's, more room seemed to be requisite in St. Anne's, and the time for the contemplated addition was thought to have arrived. That addition was successfully made in the rear in 1848, and Mr. Waugh, who slated the old, slated also the new part.

His business engagements continued and rather seemed to press upon him, as cotemporaries were passing away and the direction of affairs was coming into the hands of those younger than he. He had sons that were capable; and at length, about the year 1866, he began to retire from the weighty cares and burdens of active life.

His eldest son, John Waugh, Jr., found himself in declining health, and January, 1868, died at the age of 44 1-2, after a lingering and painful sickness. It was a heavy affliction and bore with great weight upon his father's heart. The latter had already given up for the most part personal attention to the details of his business and cast off its burdens, so that he had not that diversion of his mind for relief. But he had his wife to countenance, encourage and cheer him, and in 1868, previous to her death, while his son William was slating the beautiful chapel of St. Anne's, he assisted in laying the slates on its roof, as he had upon the church.

But within two years after, Mrs. Waugh departed suddenly (November, 1869), and left him alone, so to speak, though with his affectionate children. It was to his feelings

the greatest affliction of his life. Her sickness was pneumonia, which she met bravely at the beginning but which overcame her at last. She illustrated strongly that "in the midst of life we are in death." To her husband it was a terrible blow. The light of his house was extinguished. She was to him so much that nothing earthly could supply the loss. His health suffered from the violence of the sudden shock.

[Mr. Waugh died suddenly on Thursday, September 5th, 1872, aged 77, and was buried from his own house on Worthen Street. The funeral obsequies were by the Rev. Henry Blanchard, Pastor of the First Unitarian Congregation, and were attended by a large number of citizens and friends.]

*No. IV. School District No. 5 and my Connection with it, by Joshua Merrill, Esq. Read February 12, 1872.*

The town of Lowell was incorporated in the winter of 1826, and at the first town meeting, held March 6th, a general superintending school committee was chosen, consisting of Rev. Theodore Edson, Warren Colburn, Samuel Batchelder, John O. Green, and Elisha Huntington.

At the same meeting a committee was chosen, consisting of Oliver M. Whipple, Warren Colburn, Henry Coburn, Jr., Nathaniel Wright and John Fiske, to divide the town into school and highway districts.

This committee reported at a meeting held April 3rd. They divided the town into five districts. The school-houses were located as follows: District No. 1, where the new Green School-house now stands; No. 2, at the Falls, near the Lowell Hospital; No. 3, near the Pound; No. 4, near Hale's Mills, called "the Red School-house"; and No. 5, on Central Street, south of Hurd Street. In March, 1827, this last district was divided—the portion east of Central Street made District No. 6; and that portion on the west, including four blocks belonging to the Hamilton Manufacturing Company, the Agent's house (then occupied by Samuel Batchelder, and subsequently by John Avery), and an old farm-house which stood near the north-west corner of the South Common, comprised the Fifth District.

On the 17th of May, 1827, Samuel Batchelder, I. A. Beard and W. F. J. Damon petitioned the Selectmen to issue

a warrant for a meeting of the inhabitants of District No. 5. On the same day a warrant was granted, signed by Nathaniel Wright and Joshua Swan, two of the Selectmen of Lowell. A meeting was held May 28th. Silas Dean was chosen moderator; I. A. Beard, clerk; I. A. Beard, Wm. Stewart and Silas Dean a prudential committee.

In June a school was opened under the instruction of Miss Anna W. Hartwell, of Littleton. She received \$34.75 for teaching eighteen weeks—\$1.93 per week. Mr. Crane received \$1.50 a week for her board. Miss Hartwell and I had formerly been schoolmates at Mr. Beard's private school in Littleton. She was a very amiable and highly accomplished young lady. Soon after leaving school she married J. S. C. Knowlton, a member of the School Committee and editor of the Lowell Journal. About forty years ago he removed to Worcester, where he has been honored by his fellow-citizens by being elected State Senator, Mayor of the City and Sheriff of the County, which office he held at the time of his death, which took place a few months since, he leaving a widow and seven children.

November 1st, 1826—more than a year before I came to Lowell—I received a letter from Mr. Beard requesting me to come to Lowell and take the school in District No. 5. I had previously engaged a school for the winter in Littleton; consequently I could not comply with his request.

In February, 1827, I received another letter from Mr. Beard, urging me to come to Lowell and open a private school. I came, but did not deem it expedient to start a school. Mr. Beard was persistent in his efforts to induce me to come to Lowell; for on October 16th I received the following letter:

FRIEND MERRILL—If you will call and see me very soon I can help you to a school in this place—wages decent—time about three months. If you cannot come I wish you

would send me an answer by next mail, for it will be but a short time before the school must commence.

Very respectfully and truly yours,

I. A. BEARD.

I readily responded to this call, arriving in Lowell the next day, before noon, walking most of the way from Milford, N. H. Calling on Mr. Beard he informed me that Benj. Walker, Esq., had requested him to procure a teacher for his district (No. 2) at the Falls. Mr. Beard gave me a letter of introduction to Mr. Walker, but requested me not to engage myself, as there was to be a school-meeting in his district (No. 5) that evening, and they might want me there, as Miss Hartwell had left on account of illness.

I called on Mr. Walker, but as requested by Mr. Beard made no engagement. Mr. Walker then lived in a cottage house near Pawtucket Bridge, on a lot now enclosed in Frederick Ayer's garden. An old saw mill stood between the house and river.

After the district meeting that evening in No. 5, the prudential committee called on me, and the following agreement was made and recorded by the district clerk :

LOWELL, October 22nd, 1827.

The committee agreed with Joshua Merrill to teach school 13 weeks, 5 days in each week (omitting Saturday), and to pay his own board, for eighty dollars. He is also to be at the expense of coming and returning. The school to commence on the first Monday in November.

Attest :

I. A. BEARD, District Clerk.

The next morning I engaged board with Capt. John Bassett, whose brother, Alfred V. Bassett, was teacher of the Merrimack School, District No. 1, and boarded with his brother John. Capt. Bassett was a distinguished

master-builder, then erecting the Appleton Mills. Josiah G. Peabody, now his Honor Mayor Peabody, was his apprentice, and with him I then commenced an intimate acquaintance and friendship, which has continued uninterruptedly for more than forty-four years—very pleasant, at least, on my part.

I then went to see the school-house where I was to labor for three months. It was a neat little building, standing at the corner of Middlesex and Elliott Streets. It had formerly been the Hamilton counting-room. Some thirty years ago, when the brick school-house was to be erected on the same location, it was moved on to the back part of the school yard. After remaining there several years, occupied by a primary school, it was sold and moved on to the lot next east of the engine house on Middlesex Street. An addition has been made to it, and a brick basement, but the outlines of what was the first counting-room of the Hamilton Manufacturing Company, the first school-house in District No. 5, and the first High School-house in Lowell, are plainly to be seen.

In the afternoon I returned to New Hampshire. As I could not go by car or stage, I walked.

On Monday, November 5th, I commenced my school, with about 75 scholars, whose ages ranged from three to twenty years. The second day I received a formal visit from the superintending committee, which in 1827 consisted of Theodore Edson, Warren Colburn, John O. Green, I. A. Beard and J. S. C. Knowlton. I recollect distinctly that Messrs. Edson, Colburn and Green came in, and I think Mr. Knowlton. Mr. Beard could not come, but sent me a long letter, making many suggestions in regard to the government and general management of the school. Mr. Colburn inquired if I was familiar with the use of his First Lessons. I informed him I was not, never having used it in school. He was then requested, I think by Mr. Edson, to exercise a



class in it, for my benefit, which he did. After giving me a few words of advice in regard to my school they left. What their impressions were of the teacher I never knew. From that day I date my long and very pleasant acquaintance with the Rev. Dr. Edson, and the honored President of this Association, and the short but equally pleasant one with Mr. Colburn.

The next day I received a letter from Mr. Colburn, which is now in my possession, giving me some instruction in regard to conducting the school.

During the winter a very serious difficulty originated between the superintending and prudential committees in several of the school districts, in regard to the books required to be used in the schools; but fortunately my school was not disturbed in the least. A very full and interesting account of this controversy may be found in the admirable address delivered by Dr. Edson at the dedication of the Colburn School-house, December 13th, 1848.

At the close of the three months the committee examined the school, and expressed their satisfaction with the progress.

The town appropriation for schools in 1827 was \$1000; of this sum \$120 was allotted to this district. More than that had been expended, the balance being paid by the Hamilton Company.

A new engagement was now made, as follows:—"By order of the agent of the Hamilton Company, agreed with Joshua Merrill to teach the school eight weeks, commencing February 4th, 1828, for fifty-two dollars, including his board. Agreed to keep five and a half days in a week. Attest: I. A. Beard, clerk." Accordingly I kept eight weeks at the expense of the Hamilton Company, the school being under direction of Mr. Beard, then paymaster of that Company.

During the five months I had 91 different scholars. Of this number I am not aware that more than four now reside

in Lowell, viz: J. G. Peabody, A. D. Puffer, Edwin T. Wilson and Mary A. Beard, the latter a teacher in one of our primary schools since 1844.

At the annual town meeting in March an entire new board of superintending school committee was chosen, consisting of Rev. Abraham D. Merrill, Wm. Gardner, Jr., Jonathan C. Morrill, John Johnson and Dr. Harlin Pillsbury. None of these gentlemen have served on the committee since, except Rev. Mr. Merrill, who was elected the next year.

March 29th, 1828, a school meeting was held in District No. 5, and Capt. Daniel Balch, Capt. John Bassett and Mr. David Cook were chosen prudential committee.

April 4th, 1828, the committee agreed with me to teach school three months, to commence on the first Monday in October, 1828, for \$28 per month, board included.

Miss Field taught the school from April 17th to September 27th, at \$3.25 per week, board included.

In 1828 the town appropriated \$1200 for schools; of this, District No. 5 received \$150.

The first Monday in October I commenced school again, and was visited by the superintending committee, and soon after received a letter of instruction from the secretary of the board.

During the summer of 1828, the Appleton Mills were put in operation, and their boarding-houses filled with tenants, and a few houses were built on Appleton Street; consequently my school was very much larger than it was the previous winter—numbering, in 1828, 169 scholars.

At the close of the town school I agreed with the agent of the Hamilton Company to continue the school at the expense of the Company on the same terms, until such time as some other arrangement should be made.

At the town meeting in March, 1829, Rev. E. W. Freeman, Rev. E. Case, Rev. A. Blanchard, Rev. A. D. Merrill and Dr. Elisha Bartlett were chosen school committee.

April 22nd, 1829, John Avery, I. A. Beard and Jonathau Morse were elected prudential committee in District No. 5.

The next day the following formal contract was made and recorded by the clerk of the District:—"The prudential committee, with the advice and consent of the agent of the Hamilton Company and superintendent of the Appleton Company, have agreed with Joshua Merrill to teach the school in District No. 5, from and after the fourth day of May next, at the rate of \$300 per year; the school year to consist of four quarters, of twelve weeks each, or to that amount in the course of the year. And it is further agreed, that either party shall have the right to relinquish this contract, by giving one month's notice of such intention."

In the summer of 1829 the Free Chapel building was erected by the Hamilton and Appleton Manufacturing Companies for a school-house; and in November my school was moved into the North room of the lower story of that building. I was now relieved of the small children, as a primary school was opened in the old house, November 16th, under the instruction of Miss Hannah Rogers, of Littleton, another pupil of Mr. Beard's. She received \$3.50 per week, board included. Miss Rogers resigned on account of ill health, and died shortly after. Miss Nancy Green, daughter of Benj. Green, Esq., who was a member of the school committee in 1841, succeeded her.

In December, 1831, Miss Green's school was moved into the south room in the Free Chapel building, to make room for the High School, which was opened in the old house, December 19th, 1831. Miss Green was subsequently a teacher in the Green Grammar School. She died in 1853.

In 1829 this District received \$283 of the town appropriation.

The interior of the new school-house (now the Free Chapel) was finished under the direction of Mr. Beard, who was an original genius, always inclined to get up something

new ; and this time he succeeded admirably. Each seat and desk was made for two scholars. The seats had very high board backs. The scholars were seated with their backs towards the teacher's desk ; the reason given for this arrangement was that they could not see the teacher without looking around. When I stood upon the floor I could just see the heads of my largest scholars above the back of their seats ; but to compensate for this the teacher's desk was elevated similarly to the pulpits we sometimes see in the old churches. All the wood-work was painted and sanded with very coarse sand, to prevent the scholars from cutting it. In two or three weeks the sand had made such havoc with the children's clothing, that Mr. Beard was glad to make peace with their mothers by rubbing off as much of the sand as possible and repainting. The windows were put very high so that the children could not look out. The heating apparatus, too, I think must have been original. It was called a furnace. It was built of brick in the south-east corner of the cellar. The chimney, to convey the heat to the school-rooms above, was built on the bottom of the cellar, some forty feet, and then up on one side of the school-room. About two feet from the floor an opening six or eight inches square was made, to admit the hot air to warm the room, but it never came. There was always a strong current of air from the school-room into the chimney—making an excellent ventilator. After running the furnace day and night for some time, without any effect, a wood stove was substituted. Nothing more was said about the furnace.

In 1829 I had 237 different scholars.

At the town meeting in March, 1830, Rev. Amos Blanchard, Rev. E. Case, Rev. E. W. Freeman, Dr. Josiah Crosby and John A. Knowles, Esq., were chosen superintending school committee. At a district school meeting, held April 9th, I. A. Beard was chosen clerk ; Samuel Batchelder, John

Avery and Eliab Richardson, prudential committee. During this year (1830) no changes were made in the school, which I found much more pleasant after the opening of the primary department. I was receiving a salary of \$300 per year, giving general satisfaction; and I felt very well satisfied—so much so that I took a small tenement on the Hamilton Corporation and commenced housekeeping.

In February, 1831, I met Rev. Mr. Edson, who said he had had a conversation, a few days before, with Mr. Colburn, during which a wish was expressed by them that they should like me in the Merrimack School. I told him they could have me; I could leave my school any time by giving one month's notice. Mr. Edson replied: "We don't want to get you away from the Hamilton, but if you should be at liberty at any time, we should be very glad to employ you. We pay our teacher \$30 per month." I was receiving \$25.

I thought I understood Messrs. Edson and Colburn perfectly well, and I still think so. Five dollars a month—sixty dollars a year—added to my salary of \$300 was quite an item, as I had just commenced housekeeping. I was not now so perfectly satisfied as I had been. The prospects of receiving \$60 a year more made me decidedly uneasy. I thought if I should leave the Hamilton, where I was giving good satisfaction, and should not be successful at the Merrimack School, it would be a serious disappointment. When or where could I expect to get another yearly school with such a generous salary—\$300 per year?

After thinking the matter over and over, as though my temporal salvation, at least, depended upon the decision, I went to Mr. Avery, agent of the Hamilton Company and one of the prudential committee, and gave him notice that I should leave in one month, telling him frankly what my object was. He said he wished I would withdraw the notice until he could see Patrick T. Jackson and Mr. Appleton. In a few days Mr. Avery informed me he wished me to

continue, and the following agreement was made with the Hamilton and Appleton Companies and the prudential committee:—

“LOWELL, February 22nd, 1831.

“Joshua Merrill agrees to keep the Hamilton and Appleton School, commencing on the first day of March, 1831, and is to be allowed therefor at the rate of thirty dollars per month, of four weeks, for all the time he may keep. The vacations in the course of the year to be left to his discretion, but not to exceed one month. Three months' notice to be given if either party desires to terminate the present agreement.

[Signed.]

JOHN AVERY,  
ELIAB RICHARDSON,  
JOSHUA MERRILL.

A true copy. Attest:

I. A. BEARD, District Clerk.”

As the vacations were left to me, I kept all the time, making thirteen months to the year. I have always felt grateful to Messrs. Edson and Colburn for that timely conversation, which proved a material benefit to me of \$90 a year.

The superintending committee chosen in March, 1831, was Rev. Mr. Edson, Rev. Amos Blanchard, Rev. E. W. Freeman, Dr. Elisha Huntington and Seth Ames, Esq. March 9th, a District meeting was held. Joshua Merrill was chosen clerk, and John Avery, Esq., prudential committee.

In December of this year (1831) a teachers' association was formed. It was not confined to teachers, but embraced many of our most prominent citizens. I have the original signatures of its members, many of whom have passed “over the river.” The first address delivered before the association was by Joseph W. Mansur, Esq. Its officers

were Warren Colburn, president ; T. Edson, vice president ; Reuben Hills, secretary ; Joshua Merrill, treasurer. The association lived and flourished two or three years.

December 19th, 1831, the High School was organized, and opened in the same house that I commenced in, four years previously. Thirty-six scholars (thirteen males and twenty-three females) entered the High School from mine, the first year. Forty years have passed and brought many changes to these thirty-six scholars. Some have died, and the living are scattered in all directions. Two only, I think, are now living in this city—one female, and our distinguished fellow-citizen, Gustavus V. Fox. I believe that class have been more distinguished than any class that ever entered the High School.

In March, 1832, Rev. Mr. Edson, Rev. Wm. Twining, Rev. Calvin Gardner, Rev. Amos Blanchard, Dr. Elisha Huntington and Dr. Gilman Kimball were elected superintending committee. March 19th, 1832, District No. 5 held its last meeting ; Joshua Merrill was chosen clerk, and John Avery prudential committee. In the warrant for the March meeting of 1832 an article was inserted, "To see if the town will take measures for the improvement of the public schools." The subject was referred to a committee of seven, to report at an adjourned meeting in April. The committee consisted of Theodore Edson, Nathaniel Wright, Eliphalet Case, John C. Dalton and John O. Green.

At the adjourned meeting in April the committee made a report, which was accepted ; and a committee, consisting of the superintending school committee and the selectmen, were authorized to purchase land and build as many school-houses as they deemed expedient, at the expense of the town.

The district system was now given up. The salaries of the teachers were, for the first time, fixed by the superintending committee—the male teachers receiving \$500 per year. Rev. Wm. Twining was appointed my sub-committee.



It was during the fall of this year that the famous contest between the citizens took place, concerning the propriety of building the North and South School-houses, now the Edson and Bartlett. Any one not familiar with the details of this controversy would be interested by reading Dr. Edson's address at the dedication of the Colburn School-house, before alluded to.

In September, 1832, Abner H. Brown, then a pupil in the High School, was employed two hours a day as an assistant in my school.

February 23rd, 1833, my school and a school taught by Moses F. Eaton in the basement of the First Universalist Church, then standing on Chapel Street at the head of Centre Street, were united and moved into the lower room of what is now the Edson School-house.

The High School occupied the upper room. My assistants were Moses F. Eaton and Mary Sawyer. In a short time Francis D. Randall, of Deerfield, N. H., was elected Writing-Master, and Martha B. Dow was elected an additional assistant.

The opponents of the new school-houses contended that three or four hundred scholars in one school could not be managed to advantage, and that such a system would be very injurious to their morals.

After getting well settled in the new house an invitation was given by the committee to the citizens, to visit the school on a certain day. So much had been said for and against the system that a very large number availed themselves of the opportunity. I think they were generally well pleased with the appearance of the school, although many disapproved of the plan, and would have been glad had it proved a failure.

A little incident which happened the same afternoon will show the feeling of those that were opposed to the proceedings of the committee. The door-bell rang. I went to the



door. There stood a stranger to me, although an old citizen. Holding up his whip, he said: "Is your name Merrill?" "It is," I responded. "You are not very large," said he, "neither am I; but I'll horse-whip you. What did you punish my boy so for?" This speech was mingled with terrible oaths, which I will not name. I inquired his boy's name, and then told him I had punished his boy for disobeying the rules of the school, made by the school committee, and that I should certainly do the same again under like circumstances. "If you are dissatisfied," I said, "go to the committee with your complaints." After bestowing a very liberal amount of curses upon the committee and myself, he left, and I escaped the promised whipping. After this interview this man (I won't say *gentleman*) always treated me with the greatest kindness and respect. I usually referred similar cases to the committee, and generally with the same result. The disaffected received but little consolation by going to the committee with their troubles.

Dr. Edson, who was chairman of the school committee and the leading advocate for building the new school-houses, was naturally very anxious that the school should be a success. He came in very often and rendered me all the assistance in his power. I don't think he had any doubt about the system, but he may have had some doubt about my succeeding. He came in one day and said to me, with a good deal of earnestness: "Well, Mr. Merrill, what do you think? Can you manage the school?" I replied, unhesitatingly: "I can, if I have good health and a good school committee to back me up." He said: "The committee you shall have."

I found his words true. During the eighteen years I was in charge of the school, I was always sustained by the committee in the discipline and general management of the school. And here permit me to say, what

little success I had as a teacher was, in a great measure, owing to the counsel, advice and co-operation of Dr. Edson, Dr. Green, Warren Colburn, Dr. Blanchard, and other members of the committee.

At the town meeting in March, 1833, Dr. Huntington was the only candidate elected on the school committee. At the adjourned meeting in April, a union ticket, from the two political parties, was elected, consisting of Rev. Theodore Edson, Rev. James Barnaby, Rev. Eliphalet Case, Wm. T. Heydock, Esq., Dr. John W. Graves and Joshua Merrill. At the organization of the committee, Dr. Edson was elected chairman, and Dr. Graves secretary. After considerable discussion Joshua Merrill was appointed sub-committee of my school, which was now in successful operation, notwithstanding its opponents had persistently contended it would be a failure.

In June the North (now the Bartlett) Grammar School-house was finished, and the Merrimack School moved into it; it was under the instruction of Reuben Hills.

In October, 1833, Henry Clay, His Excellency Gov. Lincoln, His Honor Lieut. Gov. Armstrong, and other distinguished persons visited Lowell, and in company with Kirk Boott, Luther Lawrence and other citizens, came into my school. Messrs. Boott and Lawrence were proud to show these distinguished guests the school-house and school, which, within a few months, they had opposed to the extent of their ability. Mr. Lawrence subsequently became a firm supporter of the school and a strong personal friend of mine. All the interest I ever knew Mr. Boott to take in our schools, after this, was to use his influence to cut down the school appropriation.

The school was prosperous during the year, the opposition continually becoming less. Forty-two scholars entered the High School (sixteen males and twenty-six females)—a

greater number than has ever entered in one year from any school since. The whole number of scholars during the year was about five hundred.

At the town meeting in March, 1834, Rev. T. Edson, Rev. James Barnaby, Rev. Eliphalet Case, Dr. J. W. Graves, Wm. Austin, Samuel Haven and Joshua Merrill were elected school committee. The committee organized by electing as chairman and secretary the same gentlemen as the year before, and I was again appointed sub-committee of my own school.

In the spring of this year Belvidere was annexed to Lowell, and the children from that locality came into my school, making it so full that it was found necessary to remove the third Grammar School, which had been opened in the North School-house, to the South, and took about 100 of my scholars.

The High School had been closed in January, and my school then removed into the upper room, where it has remained until the present time without any important changes except the reconstruction of the house.

I resigned as principal of the school in October, 1845, and was succeeded by Mr. Perley Balch.

This school was first known as District No. 5; afterwards as the Hamilton School, the South Grammar School, the First Grammar School, and for the last twenty-five years it has been known by the very appropriate name given it by the school committee, "The Edson School," in honor of the Rev. Dr. Edson.

But few of the citizens of Lowell are aware of the debt of gratitude they owe Dr. Edson for the noble stand he took and the many sacrifices he made for the cause of education, and that the success of our schools, in the past, has been in a great degree owing to his unwearied labors. Unaided and alone he could do but little, but he had a noble band of co-workers, who were ever ready to second his efforts. Of

these Warren Colburn, Elisha Bartlett, Nathaniel Wright, Elisha Huntington, Eliphalet Case, Amos Blanchard, I. A. Beard and many others have gone to their reward. Their example and the fruit of their faithful labors still live. One is yet with us—our honored president—who, for many long years, has been a faithful co-worker with Dr. Edson.

Long may they live to enjoy the fruit of their labors ; and when, in the Providence of God, they too shall pass away, their names, with those of Colburn, Bartlett and Huntington, shall be held in grateful remembrance on Lowell's page, long after the structures honored by their names shall have crumbled into dust.

The following is the letter received by me from Mr. Warren Colburn, which is referred to on page 29:—

MR. MERRILL, INSTRUCTOR IN  
SCHOOL DISTRICT No. 5. }

SIR,—The School Committee after visiting your school ordered :

That all the classes be required to stand out upon the floor to read and spell, and for all other exercises ;

That all who read in reading be exercised at each reading lesson in spelling words from the reading lesson, and in defining words from the same ;

That the classes use the following books for reading books, viz : the first class use No. 3, the second No. 2, and the third No. 1, and the 4th No. 1 [of Mrs. Edgeworth's series] ;

That all the classes be exercised each day in spelling from Cummings' Spelling Book or from a Dictionary ;

That all the four first classes be exercised twice each day in Colburn's Intellectual Arithmetic. (N. B.—This exercise must be required whether the scholars have books or not.)

It is recommended to the older scholars to be furnished with Dictionaries. Walker's is preferred.

A set of the books approved by the Committee have been or will be furnished for your use, which you are expected to return to the School Agent in good order. No other books are to be used in school without the consent of the Committee.

The Committee request you to keep a list of the names and ages of the scholars, the time of entering, and, if any leave, the time of leaving as nearly as it can be ascertained, and give a copy of the same to the Committee at the close of the school.

Any other information with regard to the attendance, behaviour, progress, &c., will be acceptable.

Agreeably to a vote of the town, a report will be made by the Committee at the town meeting in March next of the state of the school, the progress made, &c., together with the name of the Instructor.

Yours, &c.,

WARREN COLBURN,  
Secretary of the School Committee.

LOWELL, Nov. 6th, 1827.

*No. V. Biography of Benjamin Green, by Rev.  
Lewis Green. Read May 3, 1872.*

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Benjamin Green was born in the town of Warwick, Rhode Island, November 14th, 1784. His father, Caleb Green, son of Stukely Green, was a shoemaker, a respectable but poor man. Benjamin, one of a family of eleven children, at the age of nine years was apprenticed to Mr. Samuel Slater, the distinguished cotton manufacturer, who introduced the business into America, and whose name is still held in high and deserved honor among American manufacturers. His first apprentice in this country, to manufacturing and machine-making, was the subject of this sketch. He commenced his apprenticeship in the "old factory" in Pawtucket, living in Mr. Slater's family. Mr. Wilkinson was associated in business with Mr. Slater, and out of his benevolent regard for the good of the young people in their employ, a school was opened for their instruction on Sundays and evenings, in the elementary branches of reading, writing and arithmetic. This was the only school ever attended by Mr. Green; yet by his own exertions he afterwards obtained a very respectable education.

By the time of the expiration of his apprenticeship, at the age of twenty-one, he had acquired a thorough knowledge of the business. He afterwards took charge of cotton factories in Pomfret, Ct., and Oxford, now Webster, Mass., for Mr. Slater and others associated with him. Subsequently he commenced business for himself, in connection with some other parties, in Killingly, Ct.; but in consequence of the

depression in manufactures after the War of 1812, he lost the little he had accumulated, in amount about three thousand dollars.

In 1815 he removed with his family to Hartford, White River Village, Vermont, where he became superintendent and manager of a cotton factory owned by Justin and Elias Lyman. He remained in this position till the dissolution of the partnership between the Brothers Lyman, in 1829, in consequence of a lawsuit, which resulted in the sale of their real estate at auction and the breaking up of the manufacturing business at White River Village. To state this matter more accurately, the lawsuit was *subsequent* to the dissolution, and the business was carried on for several years by Elias and Lewis Lyman, when, in 1829, it was brought to a close, by the sale ordered by the Court of Chancery.

After two years, during which Mr. Green was engaged in manufacturing lead aqueduct-pipe, in Norwich, Vt., he removed with his family, now consisting of his wife and five children, to Lowell, to take charge of the Merrimack Manufacturing Company's Repair Shop.

While in Vermont he had conducted the business with which he was entrusted successfully, building a new brick factory and the machinery therefor, and introducing power-looms for the manufacture of cloth, in place of cotton yarn, which alone had been the product of the old mill. It was here that Mr. Green, who was of an inventive mind, applied himself to contrive a method by which to facilitate the grinding of spindles. This was formerly a slow and tedious process, effected by holding the spindles, by hand, on a grindstone, grooved for the purpose. The work was, in this way, slowly and imperfectly done. The slenderness of the spindle would not permit its being turned in a lathe; but Mr. Green invented a machine, which did the work very much more rapidly, and in far higher perfection than the former process. He obtained a patent-right for his invention



which he entitled a "Machine for Grinding and Polishing Hard and Soft Metallic Substances," dated the 27th day of March, 1827. The writer of this sketch well remembers the first machine and the beautiful miniature model sent to the Patent Office, in Washington, and also the wonderful shower of sparks from the wheel coated with emery, as it revolved just in contact with the article subjected to its operation. "Every kind of wheel or grindstone made use of in grinding or polishing metallic substances," in the language of the specification, was intended to be employed.

The machine wrought a revolution in the method of finishing spindles, and was also profitably employed in grinding cards, and doubtless for other purposes. To this day it is used, as is supposed by the writer, in these processes. Millions on millions of spindles have been thus ground; and there is little doubt that millions of dollars have been thereby saved to manufacturers and to the country. But the invention never profited Mr. Green a single dollar. He could *invent*, but the faculty of making money by his invention was by no means strong in his character. He was of too shy or modest a nature to push his claims. There was in him, even to old age, what might be called a bashfulness, which put him to great disadvantage among such as have strong confidence in themselves, and which required time and familiarity to greatly modify. His confidence in the word and honor of men almost amounted to credulity, and made him trust that at length justice would be done him. His was an almost childish simplicity, which led him to hope for compensation from the generous or just impulses of those who had been benefited by the productions of his inventive genius. He allowed his invention to be introduced at Lowell, in the expectation that, when once in use, and its great value recognized, he should be fairly remunerated. But he was destined to bitter disappointment. On whom, individually, the responsibility of



the failure rested, it might be difficult to determine. It is not the first instance where the fruits of one man's genius have enriched others, who have failed to acknowledge the service, or to requite it. For the sake of his family, Mr. Green ardently desired to secure the just profits of his invention. These would have made him independent, and have enabled him to follow out the exceedingly generous impulses of his character.

At the time of his removal to Lowell, Kirk Boott, Esq., was agent of the Merrimack and the Locks and Canals Companies, and Warren Colburn, Esq., was superintendent of the Merrimack Company's Mills. Major Moody, superintendent of the Machine Shop, had lately died. Lowell was rapidly advancing in business and population. The Suffolk and Tremont Mills were going up, and ground was broken for the Lawrence Corporation, at about this time. From the Merrimack Company's works to Concord River, north of Merrimack Street, there were only St. Anne's Church, Rectory and Sunday-school House, and a few low wood buildings on this street, the large house occupied by Mr. Boott; and, below Bridge Street, the Mansion House, where are now the Massachusetts Mills. Woodcock were hunted where the Boott Mills now stand.

The next year after his removal to Lowell Mr. Green lost, by death, a daughter of great promise, aged sixteen. He was tenderly attached to his family, and this affliction depressed him exceedingly, and he never afterward could, without great unwillingness, bear an allusion to her death. The loss of his place as overseer of the Repair Shop followed, of which it is only needful now to say, that he always believed it to have been brought about most unjustly, and through intrigue and misrepresentation. The ill health of his wife, and the straitened circumstances to which his family were now reduced, combined with grief and disappointment, weighed heavily upon his

spirits. A period of severe struggles followed, such as leave deep lines on the character, never to be effaced. He obtained a place in the Machine Shop, where he worked by the day. Sickness came again to his family, and his two eldest remaining children, one a daughter teaching school, were violently attacked by scarlet fever. Anxious watching by night over their sick beds, hard labor by day for the means of their support, and the pressure of needful expenses, difficult to meet, formed a trial which could not fail to make it evident of what manner of spirit he was.

He had always been upright in conduct, and of irreproachable morals; but he had been inclined, if not to scepticism, yet to a distrust of much that was commonly taught as Christian doctrine. At about this period a new faith was implanted or awakened in him. His children were restored from dangerous, in the case of one of them, from desperate illness, and he thankfully recognized the hand of Divine Providence in this. He became a regular attendant at St. Anne's Church, and learned to value greatly the privilege of divine worship in accordance with the Book of Common Prayer. He was a devout worshipper, and lived a faithful Christian life. The teachings of God's good providence, with the ministrations of the Rev. Dr. Edson, whom he deservedly loved and honored as a devoted and able spiritual pastor, wrought effectually with him, by the divine blessing. He was baptized and confirmed, and became a communicant, and thenceforth his faith never wavered.

In the Machine Shop, at that time, a sceptical spirit on religious subjects largely prevailed, and infidelity was bold and outspoken. Men of intelligence and faith were needed—men not afraid to meet scoffers at the Bible and opponents of its doctrines, and who were able to see through and expose the flimsy, and superficial, and frequently uncandid objections to the divine revelation in Scripture. Mr. Green had some taste for controversy on topics of a religious and

metaphysical kind. He gradually settled into his place, and acquired confidence by constant contact with his fellow-workmen. His character for integrity, fairness and benevolence won respect, and he became, in his position and degree, a defender of the faith. Assaults and objections, such as seldom directly meet the religious teacher, and whose refutation of them, when met, is unheard or disregarded, encountered the young or timid Christian, at his work-bench or lathe, and too often served to silence or at least confuse him. From these Mr. Green did not shrink. He became, in some sense, a champion of the Christian faith, in the Machine Shop. There were others ready to join in this contest, and a breakwater was formed, which is believed to have saved some from shipwreck. Mere loud assertion lost something in its power, and pretended reasoning was brought oftener to the test of truth. It would be claiming too much, to say that this was owing wholly to the influence of one man. The name of John Houston, known as "Deacon Houston," should be remembered with honor, as of one who, in word and daily life, was no mean example of a true, religious man, and a faithful follower of the Divine Master. There were others, too, deserving honorable mention. But it may, perhaps, be affirmed with truth, that the cause of true religion and morality did receive an accession of strength in the Machine Shop, among the workmen there, through the character and influence of Mr. Green. Nor was this influence confined to the Shop, nor can it be supposed to have soon died away. One man, though in a subordinate position, may, even unconsciously, do much for the good of a city. While distrustful in himself, and even timid among strangers and those whom he supposed to be superior in mind or acquirements, yet, with his associates, to whom he felt that he was equal, he was not accustomed to let go unchallenged what he believed to be false and pernicious sentiments. Men resorted to him for information, or

arguments, or to try conclusions with him; and he bore himself in a way to command their respect for the depth and extent of his knowledge, the strength of his intellect, and the consistency and uprightness of his character. In truth, his reading, for a workingman, had been extensive. He had acquired a very considerable knowledge of history, and he greatly enjoyed the productions of some of our best writers. He was familiar with Shakspeare and Scott, who were favorite authors with him. Few persons were more familiar with the Bible. His acquaintance with science was remarkable. His was an inquiring mind, and his own observation supplemented the knowledge obtained from his reading. Practical chemistry was not unknown to him, although, of course, he was not familiar with the nicer processes of the laboratory. An early recollection of the writer is of an experiment by which he (*i. e.*, Mr. Green) produced inflammable gas, which he lighted as it issued from the spout of a tea kettle. He was, for his opportunities, an excellent mathematician, by his own efforts acquiring a knowledge of processes which were not familiar to men who had not had the advantage of thorough instruction. He recognized at once the great value of Colburn's Intellectual Arithmetic, and about the year 1825, on a visit to Boston from Vermont, he obtained a copy of the book. He esteemed the exercises in fractions, contained in that Arithmetic, as most valuable in giving one who mastered them a command of numbers in their most important relations, and he was enthusiastic in his commendation of the work—an enthusiasm which its merits fully justify.

He was always the friend of popular education, and he earnestly supported by his vote and influence the earnest and efficient measures of the Rev. Dr. Edson to establish the educational system of Lowell on a broad and deeply-laid foundation; and he appreciated the sacrifices made by that tried friend of the cause, to secure for all the advan-

tages of the best schools. At a later period he was, for several years, a member of the city school committee; and although his education was by no means a finished one, yet he is believed to have been an efficient and enlightened officer in this position.

He served one term as Representative in the State Legislature; but he was generally averse to holding public office. He was a member of the Government of the Middlesex Mechanics' Association, in which he was greatly interested, and was also one of the Vestry of St. Anne's Church, for some years.

In the year 1852, being much worn by hard labor, continued through many years, and weighed down by the loss of one member after another of his family, he left Lowell with his only surviving daughter, to reside with his son in Berkshire County. Here, relieved from severe and continued labor, enjoying the freedom of the country and the pleasures of family life, enlivened by the presence of children, he spent some happy years. His wife, the beloved companion of almost thirty-seven years, died in 1848, after years of infirmity and broken health. His eldest daughter, long a faithful teacher in the public schools, and worn down by her devotion to both public and domestic duties, had declined to the grave, soon after the death of a married sister.

He was tenderly attached to his family, and he grieved deeply over their removal from earth. But his faith was his support, and his cheerful spirit became again, as it had been of old, a bright light in the household.

Of this world's goods he possessed but little, after his many years of faithful and intelligent toil.

He died in the town of Great Barrington, Housatonic Village, July 30, 1863, in the seventy-ninth year of his age, of paralysis. His remains were taken to Lowell and buried in the Cemetery, after services in St. Anne's Church, conducted by his dear old pastor, who had administered to him

the rite of Holy Baptism, had received him to the communion of the Church, and had performed so many of its offices for the members of his family.

He was of a humble origin, yet the family had in England, before their emigration to this country, its coat of arms.

His opportunities for mental culture were limited, and he lacked somewhat, it may be, of that Yankee energy and thrift, which is apt to secure and maintain a position in the foremost ranks. But he well improved the privileges and opportunities that he had, and his education and acquirements were remarkable, for one who had been mostly self-taught. He was eminently an honest man. He was faithful to his duty. For his employers he did his work thoroughly and well, and, by the exercise of his active and inventive mind, he contributed not a little to the improvements of methods of work, both in his own department and in others also.

In the Machine Shop he was engaged, for a great portion of his time on locomotive steam engines—the wheels and axles, steam cylinders and steam chests comprising a large share of his “job.” He never applied for a second patent-right, although he was often engaged in experimental inquiries and in seeking mechanical improvements.

The benevolence and liberality which characterized him deserve commemoration. His sympathies were large, and his hand was open to relieve distress. His contributions to benevolent and religious objects were generous, but generally so bestowed as to attract the least attention to the giver.

There was in his character a rich vein of humor, shown in a geniality and playfulness of manner, and by his keen enjoyment of writers of wit and humor.

To conclude this sketch—while it might be presumptuous to institute a comparison between him and men who may well be styled benefactors of the city of Lowell, still, a meed of praise is certainly due to those who did their

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duty with fidelity, as mechanics, as citizens and as Christians, and helped to establish on a firm and lasting basis her most valuable institutions; and who, as the most efficient means to this end, presented to her view, year after year, the aspect of honest, upright, intelligent and Christian characters. Let there be a place for the record of such men in her annals. Such a place may there be for the subject of this sketch!

*No. VI. Carpet-Wearing and the Lowell Manufacturing Company, by Samuel Fay, Esq. Read August 8, 1872.*

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Carpets are now used in the United States to a greater extent than in any other country ; but they were seldom seen here before the Revolution, and for many years after their use was confined mainly to the cities and larger towns. Some families of the more wealthy farmers indulged a taste for display by covering the floor of the parlor with a carpet which, in its coloring and manufacture, represented the industry and skill of the ladies of the house. A few, and only a few, were possessors of imported carpets. House floors were then in this country, as now in some localities in England, more generally made attractive in appearance by the use of white sand applied after a faithful cleaning of the floor, which, by aid of broom or brush in the hands of the skillful lady of the house, was made to exhibit scrolls and figures in which she displayed a degree of pride that would now ill-become the possessor of the most elegant and costly carpet. It had not then been learned that scouring and ornamenting floors, by the use of sand, required time and strength that could better be devoted to other purposes, and that true economy pointed to a general use of carpets.

As early as 1791 a carpet manufactory was established in Philadelphia—an enterprise which attracted such attention as to induce Mr. Secretary Hamilton, in his report on manufactures made in that year, to recommend an additional duty on imported carpets as an encouragement to home industry.



In the year 1800, a Frenchman named Jacquard invented a machine which has since been known by the name of the inventor. This machine was first attached to looms for weaving silks and muslins, and was found of great value in the fabrication of figured goods, though imperfect in construction as compared with the machine now known by that name.

A Mr. Morton, an ingenious Scotchman, soon after applied it to a carpet loom, and with its aid was able to produce figures with such a degree of perfection and ease, as to soon bring the invention into general use in his country.

In the course of a few years, there were several small establishments started in the United States for the manufacture of carpets. One of them was located at Medway, in this State, and was at first owned by a Mr. Henry Burdett and the late Mr. Alexander Wright, who was the manager of the same.

In 1825 Mr. Wright attempted to gain information concerning the processes of manufacture, by visiting a small establishment then located in Philadelphia; but failing to gain admittance, or to learn anything of the mysteries of the art, he afterwards went to Scotland, where he purchased looms with which he returned to this country in 1826, accompanied by Glaude and William Wilson, who were employed by him to aid in operating the machinery. Narrowly escaping shipwreck as they approached the shores of New England, Mr. Wright soon had the satisfaction of seeing his looms at work in Medway, with reasonable success. It was soon found, however, that the location of the works was not favorable for extension, and the amount of business that could be done there not sufficient to offer inducements to remain in ownership; so Mr. Wright sold his interest to Mr. Burdett, who very soon after made sale

of the property to Mr. Frederick Cabot and the late Mr. Patrick T. Jackson.

At about this time, and while the manufacture of carpets in this country was quite in its infancy, a charter was granted by the Legislature of Massachusetts, under which the Lowell Manufacturing Company was organized.

The meeting of the proprietors for organization was held at the house of Mr. P. T. Jackson, Winter Street, Boston, the twenty-second of February, 1828, at six o'clock, P. M. At this meeting articles of agreement were signed, and officers chosen.

It is a noticeable fact, that the meetings of the Directors, which were frequent, were for a time held at seven o'clock, P. M.—an hour that would now be regarded as extremely inconvenient, or at any rate, unusual, and if customary might lead to legislative interference.

The first of March, 1828, an arrangement was made with the firm of Whitney, Cabot & Co., to superintend the affairs of the Company, erect buildings, purchase machinery, employ persons to carry on the same when finished, and make all sales of the Company. Messrs. Cabot and Jackson sold the mill and machinery at Medway to the new company.

Buildings were erected in Lowell as expeditiously as practicable, and provision made for the manufacture of carpets and cotton goods. The carpet machinery in the mean time was kept in operation at Medway, under the superintendence of Mr. Wright.

The Hon Peter Lawson, now and for so long a time known as a resident of Lowell, was in charge of the designing department at Medway, and continued that relation to the Company for many years after the business of manufacturing was established in Lowell.

The records of the Company furnish abundant proof that the manufacture of carpets was regarded as an experiment for some years after being started in this city, and doubts were raised whether the demand would continue to justify paying for the requisite skill. The looms were of the most approved construction then known, operated by hand, and much less perfect than the hand looms used at a later day.

Mr. Glaude Wilson, who has been mentioned as having come to this country with Mr. Wright in 1826, and who was so long known as a resident in Lowell, was an able mechanic, and made important improvements in the Jacquard machine—simplifying the construction and making it more reliable in its operation.

The use of hand looms by the Company was continued until 1846; only a few, however, were worked after the introduction of the power-loom. Fifty of the latter were completed and put to work in 1843 and 1844.

Mr. E. B. Bigelow, who was previously known as the inventor of important improvements in machinery and had established a reputation as a man of great ability, turned his attention to carpet-weaving in 1839; and feeling confident of his ability to succeed, applied in vain to several parties engaged in the manufacture of carpets for the pecuniary aid necessary for the costly trials of weaving ingrain carpets by power-looms. It was a great undertaking, and no one sufficiently appreciated the advantages that would follow success, until the matter was brought to the notice of Mr. Geo. W. Lyman, then the Treasurer of the Lowell Company, whose keen foresight and shrewd business capacity had from the first been devoted, in a measure, to the interests of the Company. He having given it his attention, aided by the suggestions and advice of Mr. Wright, made the bold move which led to the abandonment of the use of

hand looms, with their attendant Monday morning and Fourth of July headaches.

Many of the members of this Association will remember that the attempt of Mr. Bigelow to produce a power-loom for weaving carpets was regarded as visionary, and none were more confident that he would fail in his efforts than the most intelligent persons then employed in weaving, and who best understood the nature of obstacles to be overcome. For a time prejudice did its perfect work, and freely suggested doubts as to the quality of the fabric produced by the power-loom, it not then being as well understood as now, that where the use of power machinery is practicable, a more uniform and desirable result is attained than is possible with machinery that is worked by hand.

Mr. Bigelow has gained an enviable reputation—not confined to this country—by his inventions for cheapening the cost of production, and improving the quality of the leading varieties of carpets. His inventions have completely revolutionized the weaving department, and in some degree worked important changes in other machinery.

Had Mr. Lyman been advised by one less practical in his ideas of mechanics, or less zealous in introducing improvements, than Mr. Wright, a high degree of perfection in the art of carpet-weaving would doubtless have been long delayed, and the Lowell Company would have aided in originating one less of the greatest mechanical developments of the age.

Persons who knew Mr. Wright socially, and were reckoned among his most intimate friends, but who had no business relations with him, could have entertained no just conception of the mental strain occasioned him by the change in the organization of mills and machinery that necessarily followed the introduction of Mr. Bigelow's improvements. The leading ideas, in remodelling the works,

originated with Mr. Bigelow; but much in the detail in practical adaptations were worked out by Mr. Wright, and the strain upon the nervous system was such as to cause it to prematurely yield.

While he was Superintendent, the Lowell Company, from a small beginning, took its position as one of the important manufacturing establishments of this city, and in its appointments and mechanical arrangements, was second to no ingrain carpet manufactory in the world. Its machinery, in the main, represented skill developed in the course of its regular business, or such as was brought to its aid by special appropriations of its money. The circumstances have been such from the start, as have made it necessary for this Company to rely mainly upon its own efforts for progress in perfecting machinery specially adapted to its use. Not unfrequently large sums of money have been expended in experimental tests, some of which, as might be expected, resulted in failure, while success has followed others and secured great advantages to the Company. Had carpet establishments been as numerous and extensive as those engaged in other branches of manufacture, the expenses attending advancement in its mechanical arrangements would doubtless have been shared with others, and its works would then have in a greater degree represented skill of those elsewhere employed.

Mr. Wright was so long known as a prominent citizen of Lowell, it is proper that allusion should be made to circumstances in his history having no connection with this Company. He was born in Renfrewshire, Scotland, in the year 1800; first attended school in Paisley, afterwards at a place near Glasgow, where he was represented as the most prominent scholar, and always at the head of his class. When fifteen years of age he came to this country, his father having come over some years earlier, and was employed as a bleacher at Smithfield, R. I.

Young Wright worked with his father in that place and at Waltham, in this State, until twenty-one years of age, when he commenced the manufacture of coach lace on his own account, which he continued until his attention was directed to the manufacture of carpets. Soon after the removal of the carpet machinery from Medway to Lowell, he became a resident here. On the 7th of June, 1852, he was suddenly removed by death, and his remains now rest at Mount Auburn.

Mr. Wright was eminently social and intelligent—was ever deeply interested in new developments in the arts and sciences—was public-spirited, but without the prominence of many less-gifted persons, who possessed an ability which he was accustomed to say he lacked, viz: “the ability to express his thoughts when on his feet.” Naturally modest and retiring, it was to him less the occasion of regret that he could not speak in public than a misfortune to our city, that one so intelligent should be unable to express his views publicly when occasion required. He never desired office, but in 1835 was chosen Representative to our Legislature; an Alderman in 1836; a member of the School Committee some years later; and was often urged to allow his name used as a candidate for the office of Mayor, which he as often positively declined. His name is worthy of record, as one to whom our city is much indebted for early efforts in behalf of her educational and industrial interests.

From the date of the organization of the Lowell Company to that of his decease, he superintended the carpet department of the Company, and with the exception of a short period of time in which Mr. David Moody was employed, had charge of the cotton manufacturing department also, covering a period of twenty-four years.

The writer of this paper succeeded Mr. Wright as Superintendent, and in his management has endeavored to maintain the high position of the Company, keeping pace as nearly

as possible with the improvements in other branches of manufacture, that have appeared in the twenty years and more that he has occupied the position. He has also added machinery, thereby very materially increasing the productive capacity of the mills.

This Company, has from the earliest day of its existence, been favored with the services of very able men as Directors, some of whom have held office for many years. One (Mr. Geo. W. Lyman) served the Company as Treasurer or Director from the day of its organization until January, 1872, when because of age and infirmity he positively declined a re-election.

It has also been equally fortunate in its selection of Treasurers, one of whom it is proper to mention here particularly, because of his having been for a short time a resident of Lowell. I refer to the late Mr. Israel Whitney, who was the Agent of the Tremont Mills at the time they were started and until they were in successful operation. He was first chosen Treasurer of the Lowell Company in January, 1848, and continued in office until January, 1863, when he declined a re-election. From that date to the day of his decease, November 12th, 1871, he was one of the Board of Directors. He was deeply interested in the affairs of our city, and entertained a special regard for many of its citizens, with whom he became acquainted at the time he resided here and in later years. Some of the members of this Association knew him personally, and will ever cherish a pleasing recollection of him as genial and strong in his personal attachments, with marked ability in transacting business, and ever entertaining a sense of mercantile honor that allowed no departure from the course of strict integrity. The value of his services to the Lowell Company cannot well be over-estimated. Commencing with it in the darkest days of its history, he imparted to it a life and vigor that surmounted all difficulties; and years before his decease, he



had the satisfaction of seeing that his efforts had been crowned with a good degree of success.

This Company having commenced business with a branch of manufacture as its leading object, about which but little was then known—with a prospect of only a limited demand for its products, and in a comparatively early period in its history subjected to the losses and risks attending a radical change in machinery—it may well be thought remarkable, that it should have at no time failed to promptly meet all just claims. It has had occasion to struggle in overcoming obstacles not within its control, and there have been times when its stock has been looked upon with distrust; but if less fortunate than some parties engaged in other branches of manufacture, the average results of its history of forty-four years to January, 1872, may be regarded with a measure of satisfaction.

It commenced business with a capital of \$300,000, adding to it from time to time as occasion required until it reached \$2,000,000—a sum which has represented its capital for more than twenty years. The average of its capital for the forty-four years of its existence is \$1,278,400; and its dividends have amounted in all to the sum of \$5,467,000—an annual average of \$124,250, or 9.72 per cent. It should be noticed that, in averaging dividends, the time is included in which the works were originally constructed, and also the longer and more embarrassing time during which the change was made that became necessary in adopting the use of the power-loom, and the great increase of machinery that soon followed.

The business of the Company has required more than ordinary mechanical ability—a demand which has been met by a long list of worthy names. In late years, many of these men have been known elsewhere as prominent and successful mechanics and manufacturers. Some are now in our city and in various parts of the country, respected as



citizens—as men of business, to whom important official trusts are confided, and whose pecuniary circumstances are such as only intelligence and industry could have secured.

The future of the Company cannot be predicted with safety; but it is now presumed to have elements of success far in advance of any previous date.

*No. VII. Reminiscences of Joel Lewis, by Joshua Merrill, Esq. Read November 6, 1872.*

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In the spring of 1824 the Merrimack Manufacturing Company erected a school-house and opened a school on the spot now occupied by the Green Grammar School-house, for the education of the children of those in their employ.

In May, 1825, Mr. Joel Lewis was employed as teacher. Mr. Lewis was born in Canton, Mass., November 5th, 1800. He was the only son of Laban Lewis, a farmer. His opportunities for an education were very limited, but in addition to the district school, he received such instruction as an intelligent and affectionate father had leisure to bestow. Before the age of twelve he was deprived of the instruction and counsel of a kind and affectionate mother, but she left her impress upon his mind and heart.

He remained at home, attending school and working on the farm, until about seventeen years of age, when he left the paternal roof, and for a time followed the occupation of carpenter; but having a strong desire to acquire a more thorough education than his opportunities had enabled him to do, he left his business and devoted some time to study.

About this time the late Warren Colburn taught school in Canton, and it was young Lewis' good fortune to attend his school. Here a strong attachment commenced between teacher and pupil, which terminated only by death.

At the age of eighteen he taught the winter school in Braintree, and subsequently he taught in Franklin, Canton and Dedham. In 1822 he was an assistant in Mr. Colburn's school in Boston.

He was an enthusiast in the various branches of Mathematics and Astronomy. Many a night, "when the busy world was locked in sleep," Mr. Colburn and he were engaged in their favorite occupation — observing the heavenly bodies.

In May, 1825, Mr. Lewis came to Lowell, on the recommendation of Mr. Colburn, and was appointed teacher in the Merrimack School.

As a teacher, I have understood, he was very successful, securing the love and respect of parents and pupils. I think he taught the Merrimack School but about one year, when he resigned, that he might enter the employ of the Proprietors of the Locks and Canals on Merrimack River.

He was very much interested in the success of the Middlesex Mechanics' Association, and was one of its most active and useful members. To the building of Mechanics' Hall he devoted the last active labors of his life.

He died November 11th, 1834, aged thirty-four years. In an obituary notice of his death a writer says:—

"For many years Mr. Lewis was the sole surveyor of the Proprietors of the Locks and Canals, and in the superintendence of their various works and laying out their lands he invariably evinced uncommon skill and accuracy. His mathematical acquirements were of a high order, which, joined with his habits of careful and close observation, would in a few years have secured him the rare reputation of an accomplished civil engineer. With all these varied attainments, the result of his own unaided efforts, he was singu-

larly modest and unpretending—ever ready to give his time and assistance, when required, to promote every benevolent or useful institution.”

His life, though short, was very useful and furnishes a valuable example to the young of what may be accomplished, even under the most disadvantageous circumstances, by persistent industry and perseverance.

*No. VIII. Life and Character of Hon. Joseph Locke, by Hon. John A. Knowles. Read May 3, 1872.*

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Joseph Locke, late Judge of the Police Court for the District of Lowell, departed this life November 10, 1853, at the ripe age of 81 1-2 years. I have not time in this place to do full justice to his memory; but I deem it of much value to the present and coming generations to preserve enough of his biography to show that learning, ability and true merit will be rewarded by public favor without all that office-seeking so prevalent at the present day.

Judge Locke was born at Fitzwilliam, N. H., in 1772, and graduated at Dartmouth College in 1797, at the age of twenty-five years. He studied law with the eminent jurist, Timothy Bigelow, and was admitted to the bar in 1800. In 1801 he commenced practice in Billerica, where he resided thirty-two years, when he moved to Lowell where he lived twenty years. To name the places of honor and trust held by him is enough to indicate his high reputation for intelligence, integrity and probity. These honors were bestowed on him, not only by the people of his own town, but throughout the Commonwealth.

He eight years presided over the old Court of Sessions; was an elector of President of the United States in 1816; a member of a convention to revise our statutes in 1820; and a member of the Governor's Council in 1821 and 1822; was eight years a representative to the General Court from Billerica, and one year he represented the city of Lowell. He was thirteen years Chief Justice of the Police Court of

Lowell, during which period very few of his opinions were overruled by the higher court.

Few of our fellow-citizens have enjoyed so much of public confidence, and by none have such trusts been more faithfully performed. All who knew Judge Locke are aware that he never sought office, nor could he ever be induced in a political election to cast a vote for himself, believing, as he declared, that a man could not be candidate and constituent at the same time. He was possessed of a fine legal mind, a keen discrimination, judgment and dignity of character sufficient to enable him to preside with credit on the bench of the highest judicial court in our Commonwealth.

He retained his office in the Police Court until he was seventy-five years old; and no one ever discovered any signs of weakness or want of mental vigor, although he requested his legal friends, with whom he was intimate, to inform him if they perceived any weakness incident to old age.

Judge Locke was a firm friend of public schools and of religious worship. It was the custom, when he was first elected a representative, for the member-elect to treat his constituents. But when the vote was declared he rose and thanked the people for his election, and said: "I shall not conform to the custom of treating my constituents to intoxicating liquor, as I do not approve of it; but to convince you that it is not to save the few small grains of gold the liquor would cost, I will give the amount usually expended on such occasions, for the purchase of school-books for poor children." This course was more commendable at that time, as it was then more popular with moral and religious people to drink than it is now to abstain. In fact, it was considered a virtue to drink enough. Clergymen drank at funerals, ordinations, conventions, dedications, and all places of business and amusement, as freely as their people. But in those days liquors were more free from adulteration and poisonous drugs than they now are.

Judge Locke was an accurate scholar, as thoroughly acquainted with the Bible, Shakespeare and English authors generally, as with books of common law. To fully appreciate the character of Judge Locke it was necessary to know him well, and it was cheering in the extreme, to those who were honored by his friendship, to witness the firm but loyal spirit in which he resigned himself at last to the will of Heaven.

He was quick to resent any moral wrong, but exceedingly firm when he had made up his mind; took much pains in the early part of his judicial administration, to learn whether or not his court could issue papers of naturalization to foreigners; and after the most mature deliberation, and not until the authorities at Washington had decided that his court was a court of record, did he admit one. And then, he took no fee, but allowed his clerk to receive the fees for this business; alleging that as the admission of men to citizenship was the highest duty in his judicial office, he would have no pecuniary inducement held out to bias his judgment in favor of admitting any one to the privilege of franchise without the most positive evidence of his legal right thereto.

It was, then, as you may be well aware, a severe shock to his sensibilities, when in 1842 or 1843 a learned Justice of the Court of Common Pleas ruled that letters of naturalization from the Lowell Police Court were worthless. Judge Locke was then 70 years of age, and in delicate health, and to add to his embarrassment, he was informed that an attorney had been consulted, and had advised that suits be commenced against the Judge for the fees of every man who had received naturalization papers from said court. Besides, the Mayor struck their names from the list of voters. Under these circumstances the Judge consulted me. I told him I believed the Judge of the Common Pleas was wrong and that I would submit the case to the Supreme Judicial

Court. I accordingly took the primary papers of an alien taken from this Court and petitioned the Supreme Judicial Court that he might be admitted as a citizen. Judge Shaw said he would submit the case to the whole Court, but a few weeks after informed me that they had taken up the case but could not agree, and advised me to argue the point. I came home and spent two or three weeks looking up the law, wrote out an argument and sent it to Judge Shaw, and at the next Court they agreed, sustaining Judge Locke.

When I informed him that the Supreme Judicial Court had sustained his court, he seemed highly gratified, and although I charged him nothing, as it was pecuniarily more for my interest than his, he insisted upon my accepting seventy-five dollars as part compensation for my services.

Judge Locke was a firm believer in liberal Christianity, as preached and promulgated by the elder Ripley, Channing, Lowell and others—was in fact an old school Unitarian. But all who knew him, know that he never imposed his opinion upon any one aggressively.

The only brother of Judge Locke was John Locke, some years older than himself, but not of so much ability. He was a representative in Congress some forty-five or forty-six years ago. He was father of John G. Locke and Albert Locke, and was many years a citizen of Ashby, but died a few years ago at Boston.



*No. IX. Autobiography of Daniel Knapp. Read  
February 12, 1872.*

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I propose to give some reason for commencing so early in life in the manufacturing business; also what caused me to select it as a life business; which brought me to Lowell.

In the spring of 1814 my parents were young laboring people, with five small children, the oldest not eleven years old. We had cotton brought to our house by the bale, to pick to pieces and get out the seeds and dirt. We children had to pick so many pounds per day as a stint. We had a whipping machine made four-square; and about three feet from the floor was a bed-cord run across from knob to knob, near together, on which we put a parcel of cotton, and with two whip-sticks we lightened it up and got out the dirt and made it ready for the card.

My mother was carrying on the bleaching business at this time. There was no chemical process of bleaching in the country at this date. She put loops in the selvage on both sides and stayed the cloth down on the green grass with sticks, so the wind should not blow it about. When she had a quarter of an acre spread out she would take her watering-pot and sprinkle the whole, and as soon as she got through the lot the first was ready for another sprinkling. The bright sun drying up the water did the bleaching. This was the mode of bleaching at this time.

In the summer of this year my father came home from church, one Sunday, and told my mother that he was drafted into the army and must go to the war. She fell her whole length like a log of wood upon the floor, and had twenty-four convulsion fits before we could stop them with any means that

we had for that purpose. It injured her very much, but she rallied again and did all she could to save us from starving. My father had some rye in the field reapt and shocked to dry; and mother had to go into the field and bring that rye home on her back. Then she took her bed out of the room, and whipped out the rye on the floor, and carried it to the mill and home again on her back, to get bread for us little children.

My father was gone three months, with a promise of \$8 per month. When he came home and saw what a condition we were in, he hired a substitute and gave him \$21 per month, with his uniform, to go and take his place. Then my father went to the Norton Cotton Mill, in our native place, which was built in 1811, and found work for all of us in the mill, and we moved there.

In the morning of the 20th day of November, 1814, I went into the mill to work as a regular employee, at \$1 per week, with my two older brothers and my sister—for I was the fourth in the family, six and a half years old. My work was to tend one 18-inch breaker. We weighed a certain number of ounces of cotton, and put it in a wooden can, and then spread it evenly on a revolving apron, which conveyed it to the rolls; and as it passed through the card it wound on to a cylinder, as batting is made now. When the whole of the cotton was run through, the lap was the proper thickness for the finisher; and we had to keep putting up those short laps, one after the other, which must necessarily make uneven yarn. The finisher produced a sliver which went to the drawing-frame with a front and back roll, with but little doubling. Our roving-frame was quite a curiosity. The sliver from the drawing-frame passed through a set of rolls and down into a sort of copper jug-nose into a revolving tin can, which stood perpendicular and revolved to put a twist into the roving. The can was about six inches in diameter at the top, and eight inches at the bottom, with a door nearly the whole length to take out the roving. The door was kept closed by a leather

belt nicely fitted around the can. This roving was placed on the floor and wound on to a bobbin by hand, for the spinning-frame; and as one winder would hold the roving tighter and wind the bobbin harder than another, there was a difference in the size of the thread. And as we had no means of regulating our numbers by the machinery, the yarn was all reeled, and each skein was numbered on a pair of balances, which told what number of yarn it was. Sixteen skeins would make a pound of No. 16 yarn, and twenty skeins of No. 20 yarn would make a pound.

From 1821 to 1827 I worked in the mill about half of the time, and the rest on a farm. In the fall of 1827, all of 1828, and the spring of 1829, I was travelling all the time, while Lowell was growing very fast; and when I heard Esquire Knowles make his statements to this Association, some months since, about the influence which the building up of Lowell had on the community about Lowell, it put me in mind of the influence that it had upon the people where I was travelling at that time. I was told by those who believed it, that the help were driven into and out of the yard the same as cattle are into the pound, and that they could not communicate with their friends except through the counting-room, and many other things of the same character; and the growth of Lowell under such circumstances was thought to be a great calamity in a New England community. But the result has proved otherwise.

Notwithstanding all I had heard for and against Lowell, I made up my mind that it would be a good place for me, as I was about twenty-one years old and had got to take care of myself. I came and engaged work of the late John Avery, on the Appleton Corporation, with ex-Mayor Bancroft for an overseer, in No. 2 Mill, and commenced work on the ninth day of April, 1829.

I had been at work but a few hours when a young man came to me and wanted me to pay my "entrance." I did

not know what he meant, but I gave him some kind of an answer and let him go. Pretty soon another came on the same errand, and I let him go in the same way. Then I went and asked my brother, who worked there, what it meant, and he told me. He asked me if I had any money. I told him I had—fifty-two cents was all I had in the world; and he said I had better let them have it, or they would be likely to trouble me about it. Soon the third one came, and I let him have the fifty cents, and I began life with two cents! And they went out and bought some rum and brandy and sugar, and brought it into the room, and drank it, and had a good time; but I resolved then and there that if ever I found the place where I could have any influence I would stop that practice. So when I took charge of No. 1 Card Room, on the Lawrence Corporation, I told my men if ever I knew them doing anything of the kind, our connection would be dissolved at once. From that day it has not been practised unless by individuals out of the mills.

I mention one circumstance to show the advance in manufacturing. When I was at work on the Appleton, I was required to make some varnish for loom harnesses, under the direction of Maj. Moody; and amongst other things put into it was a quantity of pulverized soap-stone, and I was to stir it from morning until night, to keep it up; but when night came it went to the bottom as quickly as shot would. They don't make varnish that way now.

When the Suffolk Mills were about to start I went over and helped to start both of those card rooms as second-hand; and when the Lawrence Mills were about ready to start, I took charge of No. 1 Card Room as first overseer. To-day there is not a man, woman or child on that corporation who was there when I commenced work in April, 1833. Since that time my associates are as well informed of the changes that have taken place in Lowell as I; so that there exists no need for me to write more.

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STONE, HUSE & CO., STEAM BOOK AND JOB PRINTERS, No. 130 CENTRAL STREET.  
1876.



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THE OLD RESIDENTS'

Historical Association,

LOWELL, MASS.

ORGANIZED DECEMBER 21, 1868.

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*No. X. Francis Cabot Lowell, by Alfred Gilman.  
Read February 4, 1874.*

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ABOUT the year 1810 Francis Cabot Lowell made a prolonged visit to England and Scotland. He undoubtedly visited every place of interest to a traveller, but more especially he devoted his time to the investigation of the manufacture of cotton. Its importance impressed itself on his mind from the fact that the staple had been cultivated and grown for quite a number of years, in the Southern States of America. The first import of raw cotton into England from Brazil was in 1781, but in a very poorly prepared state. About 1790, or nine years after, the United States of America sent the first cotton to England, at which time our whole production amounted to only one and a half million pounds. The product of the United States in 1810 is estimated at eighty-five millions pounds. These facts must have been known to Mr. Lowell, and no doubt influenced him in his investigations. He returned to America in 1812-'13.

Hon. Nathan Appleton, in his history of the "introduction of the power-loom," says: "My connection with the cotton manufacture takes date from the year 1811, when I met my friend Mr. Francis C. Lowell, at Edinburgh, where he had been passing some time with his family. We had frequent conversations on the subject of the cotton manufacture, and he informed me that he had determinnd, before his return to America, to visit Manchester, for the purpose of obtaining all possible information on the subject, with a view to the introduction of the improved manufacture in the

United States. I urged him to do so, and promised him my co-operation."

The Rev. John Lowell was descended from one of the early settlers of Newbury, and for forty-two years was pastor of the First Church in Newburyport. He left one son, John Lowell, LL. D., who was born in Newbury, June 17, 1743 (old style), and graduated at Harvard College in 1760. He removed from Newburyport to Boston in 1776. He was appointed by Washington, Judge of the United States District Court for Massachusetts.

Another account says that two brothers, Richard and Percival Lowle, came from Bristol, England, in 1639, and settled in Newbury, from whom all the Lowells in New England descended.

John Lowell, LL. D., a son of Judge Lowell, was born in Newburyport, October 6th, 1769. He graduated at Harvard, and was admitted to the bar before he had completed his twentieth year. He was distinguished as a writer, and for his charities. He died March 12th, 1840.

Francis Cabot Lowell, another son of Judge Lowell, was born in Newburyport, April, 1775. The name our city bears is derived from him, and it is not strange that the events of his life should be a matter of interest. It is a fair presumption that he was educated in the schools of Boston, his father having removed to that place the year after his birth. It is recorded that he and Charles Jackson (afterwards Judge), a brother of Patrick Tracy Jackson, were together at college, and were as intimate as their fathers were before them. He graduated in 1793, at the age of eighteen. This intimacy was cemented by the marriage of Mr. Lowell to Mr. Jackson's sister. It would be interesting to know more fully the events of his youth, but nothing has been handed down to us in regard to that period of his life. It is a well-known fact that a mill for the manufacture of cotton was erected in

Waltham in 1813. It is not improbable that his visit to England and Scotland, to which reference has been made, had something to do with that event. Could his correspondence be laid before us, much of interest on the great question of manufactures would be known.

Full of the information he derived from his visit, and alive to the advantages that his native country possessed over England in the manufacture of cotton, he determined to give to his theories the test of practice. It was to Patrick Tracy Jackson, on his return, he first imparted his designs, and to whom he offered a share in the enterprise.

We learn further from Mr. Appleton that Mr. Lowell returned in 1813. "He and Mr. Patrick T. Jackson came to me one day on the Boston Exchange, and stated that they had determined to establish a cotton factory, that they had purchased a water power in Waltham (Bemis's paper mill), and that they had obtained an act of incorporation, and Mr. Jackson had agreed to give up all other business and take the management of the concern." This was the commencement of an intimacy that continued through Mr. Lowell's life.

Let us dwell for a few minutes here on the condition of the manufacture of cotton in this country prior to 1812, and on the situation that gave a remarkable impetus to its operations about that time.

At the present day it is well understood that England, in acknowledging the independence of America, took into account that if she lost her colonies, she would gain a customer. And so it proved. From 1787 to 1812 we became one of her best customers. Every measure was adopted by her to secure and retain so valuable a market for her manufactures. A strict surveillance over her skilled mechanics to prevent them from emigrating to America and carrying the knowledge they had gained, and a perfect embargo on all

machinery, or plans and draughts of machinery, were pertinaciously adhered to by England. Previous to 1826 duties varying from fifty to sixty-seven per cent. were levied in England upon all importations of cotton goods, showing most conclusively that she was determined to encourage and protect her own skilled labor.

While England was thus protecting her manufactures the United States levied a duty in 1790 of seven and one-half per cent. on the value of imported cotton goods. In 1794 it was raised to twelve and one-half per cent. In 1816, to twenty-five per cent., and in 1824, the same with a certain minimum value which increased the duty. The general war in Europe, which extended from 1791 to 1804, attracted the neutral commerce of the United States and had so much effect upon our agriculture as to raise the price of provisions. This favored our active capital.

The first cotton mill in this country was established at Beverly, in this State, in 1787, by John Cabot. It struggled along until 1790, and was then compelled to ask aid from the legislature. The petitioners say:—

“The general use within the United States of imported cotton goods is well known to this court. It may be necessary to suggest for their reflection, that articles of this extensive consumption among us have been provided by foreigners, whose commerce we have thus encouraged, and that in this, as in other instances, we have been draining our country of a circulating medium to contribute to the wealth and populousness of Great Britain.” “The raw material is procured in exchange for fish, the most valuable export in the possession of this State, and at this time in great need of encouragement. It must be evident that the cod fishery will be essentially encouraged by extending the demand for the imports to be obtained by it.”

In answer to this petition, "Your committee therefore report, as their opinion, that the petitioners have a grant of one thousand pounds, to be raised in a lottery, on condition that they give bonds that the money be actually appropriated in such a way as will most effectually promote the manufacture of cotton piece goods in this Commonwealth."

The evidence is conclusive that cotton spinning, other than the hand-card and one-thread wheel, was carried through its first struggles by the Beverly company. Rhode Island received her patterns of machinery, and the mode of operating it, from Beverly. Both were indebted to foreign emigrants for instruction in spinning and weaving.

Before the invention of the Whitney cotton gin, separating one pound of the clean staple from the seed was a day's work for a woman. The cotton used to be put out to poor families in the country and whipped on cords, stretched on a small frame about three feet square, and the motes and specks were picked out by hand, at four or six cents per pound, as it might be for cleanness. In the year 1793 Mr. Whitney invented the saw gin, which was afterwards improved so as to render it easy to separate the seed from one hundred millions of pounds weight of cotton by the employment of four hundred persons. It would have required three hundred thousand persons to effect the same result by hand.

The carding machine then used produced a roll eighteen inches long. The roll was taken by a woman and roped on a hand wheel. The spinning frames were operated by a crank turned by hand.

These are some of the simple processes through which the manufacture of cotton cloth passed. In 1790 Mr. Samuel Slater introduced the use of the Arkwright machinery for spinning cotton into Rhode Island. He was under the necessity of teaching the mechanics he hired how to build his

machinery. He spun both warp and filling on the water frame up to 1803. Mules for spinning filling had not then been introduced. Mr. Slater experienced some trouble in making his cards. The teeth of the cards were not crooked enough; as they had no good card leather, and were pricked by hand, the puncture was too large, which allowed the teeth to fall back from their place. In 1789 a machine was invented in Massachusetts for cutting and bending wire in a state completely prepared for sticking cards. Before this they were imported. In 1797 Amos Whittemore, of Cambridge, Mass., invented a machine which, by a simple operation, bends, cuts and sticks card teeth. Our friend and fellow-citizen, E. B. Howe, a prominent member of this Association, is abundantly capable of furnishing us with a reliable account of its introduction and operation in this city.

In 1806 John Slater, brother of Samuel, came over from England, and it is probable that he brought with him all the recent improvements in machinery. As yet, however, no attempts had been made to introduce the use of the powerloom. That was left for the achievement of Francis Cabot Lowell.

The number of spindles in operation in the States of Rhode Island and Massachusetts, in 1812, produced sufficient yarn, when woven, to make one hundred and twenty-eight thousand six hundred and thirty-five yards of cloth per week, worth, at thirty cents per yard, ninety-six thousand four hundred and seventy-six dollars. During the war of 1812 cotton cloth sold for forty cents per yard, and the demand could not be supplied.

In the year 1805 the total consumption of cotton by the manufactories of the United States was about one thousand bales. In the year 1816 it amounted to ninety thousand bales. During the war capital invested in manufactures was very productive, but at its close British manufacturers



poured immense quantities upon the country, more than the wants of the country demanded, and the result was almost a complete prostration of the home manufacture.

“Many of these goods,” says Perkins in his *Historical Sketches*, “after being warehoused a considerable time, were sold at auction at less than first cost, and often at little more than to pay the freight and duties. Improvident people, allured by the apparent cheapness of goods, were induced to make unnecessary purchases. The goods destined to the American auctions were handsomely finished, but of the cheapest materials and texture. The operation had, in a great degree, its designed effect; most of the considerable manufacturing establishments were obliged to stop, and many of the proprietors failed. This state of things commenced in 1815; its effects were more severely felt in the two succeeding years, and continued until Congress, by a judicious arrangement of the tariff, in some measure relieved the manufacturing interest; and the people, learning wisdom by experience, relieved their circumstances, by substituting a prudent use of domestic articles, for an extravagant consumption of foreign.”

We thus have a clear understanding of some of the difficulties under which any one would labor, who should undertake to establish, on a firm basis, the manufacture of cotton goods. We begin more fully to appreciate the character of the man, who, in the face of these difficulties, could with an eagle eye look into the future, and inaugurate a system that has completely established our claim to be an independent nation. Francis Cabot Lowell has an unimpeached claim to that high honor. He girded on the armor of a patriot, and was ready for the contest, and we cannot but admire the prudence, energy and perseverance displayed by him in the efforts which have been crowned with such signal success.

Let us trace him as, step by step, he conquered the difficulties in his path. The Hon. Nathan Appleton (a worthy and efficient aid to Mr. Lowell) has lifted the veil that time had cast over him and revealed to us many things before obscure or unknown. Our history has introduced us to Patrick T. Jackson and to the Hon. Nathan Appleton, both identified with the history of Lowell.

From the information gathered in England, Mr. Lowell was enabled to construct a loom, which he improved and perfected at Waltham. Mr. Appleton's account of this cannot be abridged :—

“ The power-loom was at this time being introduced in England, but its construction was kept very secret, and after many failures, public opinion was not favorable to its success. Mr. Lowell had obtained all the information which was practicable about it, and was determined to perfect it himself. He was for some months experimenting at a store in Broad Street, employing a man to turn a crank. It was not until the new building at Waltham was completed, and other machinery was running, that the first loom was ready for trial. Many little matters were to be overcome or adjusted before it would work perfectly. Mr. Lowell said to me that he did not wish me to see it until it was complete, of which he would give me notice. At length the time arrived. He invited me to go out with him and see the loom operate. I well recollect the state of admiration and satisfaction with which we sat by the hour, watching the beautiful movement of this new and wonderful machine, destined, as it evidently was, to change the character of all textile industry. This was in the autumn of 1814.”

The history of the power-loom in England may not prove uninteresting. Edmund Cartwright (a Rev. Dr.) invented a power-loom in 1785. The warp was placed perpendicularly, the reed fell with a force at least of half a hundred weight,

and the springs which threw the shuttle were strong enough to have thrown a congreve rocket, and it required the power of two strong men to operate it very slowly for a very short time. This loom was improved in 1787. The great obstacle to the use of the power-loom, at that time, proved to be the operation of dressing the yarn, as it required an additional man to each loom to dress the warp as it unrolled from the beam. This rendered it necessary to stop the loom while it was being done. This difficulty was removed by the invention of an ingenious mode of dressing the warp before it was placed in the loom. A patent was secured by Messrs. Radcliff & Ross, in the name of Thomas Johnson, of Bredbury, a weaver in their employ. In 1804 they took out two new patents for an improved mode of warping and dressing.

In 1803 a patent for another power-loom was taken out by Mr. H. Horrocks, of Stockport, which he improved, and he took out subsequent patents in 1805 and in 1813. The latter came into general use. In 1813 there were about one hundred of the latter machines and two thousand four hundred of the former in use in England.

In 1814 a Mr. Gilmore brought over from England the patterns for a power-loom and dresser, and under the encouragement of Judge Lyman, of Providence, R. I., contracted to build a power-loom and dresser from these patterns. When Gilmore first came over he was invited by John Slater (a brother of Samuel) to Smithfield, R. I. Mr. Slater was desirous of securing so important an improvement, but could not prevail on all his partners to make the trial. It is said that Gilmore remained some time at Smithfield, in Slater's employ as a machinist. While there Judge Lyman heard of him. This must have carried the time of building the machines into the year 1815 or '16, as Mr. Appleton says, in the account of his visit to Rhode Island in 1816, "We proceeded to Providence, and returned by way of Taunton.

We saw at the factory of Mr. Shepherd an attempt to establish a vertical power-loom, which did not promise success." If he had seen any other power-loom in Rhode Island, it is probable he would have mentioned it.

Mr. Lowell, having secured the services of Paul Moody, of Amesbury, obtained drawings of the dressing frame invented by Mr. Horrock, of Stockport, England. In this, according to Mr. Appleton, he made an improvement which more than doubled its efficiency. The stop motion for winding on the beams for dressing originated at Waltham. Mr. Appleton says :—

"The greatest improvement was in the double speeder. The original fly frame introduced in England was without any fixed principle for regulating the changing movements necessary in the process of filling a spool. Mr. Lowell undertook to make the numerous mathematical calculations necessary to give accuracy to these complicated movements, which occupied him constantly for more than a week. Mr. Moody carried them into effect by constructing the machinery in conformity." "The last great improvement consisted in a more slack spinning on throstle spindles, and the spinning of filling directly on the cops, without the process of winding." "Mr. Shepherd, of Taunton, had a patent for a winding machine, which was considered the best extant. Mr. Lowell was chaffering with him about purchasing the right of using them on a large scale, at some reduction from the price named. Mr. Shepherd refused, saying, 'You must have them; you cannot do without them, as you know, Mr. Moody.' Mr. Moody replied, 'I am just thinking that I can spin the cops direct upon the bobbin.' 'You be hanged,' said Mr. Shepherd; 'well, I accept your offer.' 'No,' said Mr. Lowell, 'it is too late.'" The thinking propensity of Mr. Moody and the confidence and decision of Mr. Lowell were too much for Shepherd.

At this day, when the sales of cotton cloth are counted by millions, and the selling agents are recognized as the solid men of Boston and New York, it is refreshing to look back to the year 1815, and see Mr. Lowell and Mr. Appleton wending their way down to Cornhill to see Mrs. Bowers, who kept the only shop in Boston where domestic goods were sold. They had got one loom in operation, and it threw off the cotton cloth so fast that they were fearful the production would far exceed the demand. Here was a serious difficulty. It is reasonable to suppose that people were suspicious that some necromancy must have been employed to effect such a marvellous result, and hesitated to buy. No doubt that loom was guarded with the most jealous care, and the people looked upon it as a thing that would take the bread and butter out of the mouths of the poor. Mr. Lowell said the goods would not sell, and they must go and see Mrs. Bowers. Unwittingly Mrs. Bowers is immortalized—the Old Curiosity Shop is not more so than Mrs. Bowers, and she will go down to posterity as one of those strong-minded women, who inaugurated the women's rights movement.

Now, what said Mrs. Bowers, the woman to whom these far-seeing men applied? She said "everybody praised the goods, and no objection was made to the price, but still they made no sale." They saw at once that there was no use in producing goods if they did not sell. Here it was that Mr. Appleton's experience came to the rescue. He had previously formed a co-partnership with Benjamin C. Ward, for the purpose of importing British goods, and he told Mr. Lowell to send the next parcel to the store of B. C. Ward & Co. Although Mr. Lowell was willing to take twenty-five cents per yard, they were put into an auction-room and brought "something over thirty cents." Thus was formed the practice of consigning goods to a house to sell on commission.

“In 1816 a new tariff was to be made.” Rhode Island wanted a high specific duty. Mr. Lowell was good for any emergency, and he leaves his pet mill at Waltham and goes to Washington. His views on the tariff were much more moderate.

“A deep-rooted jealousy of manufactures was entertained by many members of Congress, on the ground of imputed extortion during the war—that it was taxing the many for the benefit of the few—the country not being ripe for manufactures—wages being too high—the immensity of our back lands. Some of the members considered manufactures as a sort of enemy, with whom no terms ought to be observed. Some held the doctrine that every dollar paid as a duty or bounty to encourage manufactures, is a dollar robbed out of the pockets of the farmers and planters.” These were the arguments and feelings which Mr. Lowell found in Washington, but Mr. Appleton informs us that “he finally brought Mr. Lowndes and Mr. Calhoun to support the minimum of six and one-quarter cents the square yard, which was carried.” They little thought then that cotton goods would be sold at that price without loss.

The man who could make a loom and improve it after it was made—could build a dresser and add to its efficiency—who could, to a mathematical nicety, make calculations for machinery to wind thread evenly and properly on a spool—did not stop here. The whole economy of a cotton mill was regulated by him, so that the different processes followed each other with the regularity of a clock. His studies led him to a systematic division of labor, and the difficulties he had to encounter taught him, that if he would succeed in his undertaking, he must adopt the strictest economy.

He had seen manufacturing establishments in the old world, and the glitter of wealth growing out of their operations, but this did not hide from his view the miserable and

squalid condition of the operatives. Believing that such a state of things did not legitimately belong to manufacturing establishments, he conceived of a population where neatness and comfort—pleasant residences and happy homes—churches and school-houses—good, wholesome food and decent clothing—were all to be found, and in the establishment at Waltham he endeavored to give “a local habitation and a name” to his conception. Lowell was formed after his model, with such improvements as his experience suggested.

“Mr. Lowell died in 1817 at the early age of forty-two, beloved and respected by all who knew him.”

Francis Cabot Lowell left two sons. John Lowell, Jr., was born in Boston, in 1799. When he died he left by his will about two hundred and fifty thousand dollars to maintain, in his native city, an annual course of gratuitous lectures—this was the foundation of the Lowell Institute.\* At one time John Lowell, Jr., came here with the intention of making Lowell his residence. He took a house near the “Stone House,” on Pawtucket Street, and afterwards moved into Belvidere. His wife died during his residence here.

Francis C. Lowell, another son, named after his father, succeeded Kirk Boott as treasurer of the Merrimack Manufacturing Company in 1837.

Francis Cabot Lowell, Patrick Tracy Jackson, Paul Moody and Nathan Appleton! They have all passed away, but their works live to praise them.

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\* In his sketch of the Lowell family the Rev. Dr. Putnam says: “John Amory Lowell, still living, who is trustee and sole manager of the Institute founded by his cousin, and who if he were not eminent in business circles, as an expert and authority in relation to the financial, commercial and industrial interests of the country, would enjoy sufficient distinction as a student of classical literature, as an adept in the natural sciences, as the man who brought Agassiz over and planted him in America, as an efficient promoter of good knowledge, individually and in connection with learned societies, and as the occupant of a seat in the highest governing board of our university, as his father was, and his grandfather and his uncle, before him.”



There is nothing more beautiful and attractive than the respect and esteem which these men entertained for each other. Francis Cabot Lowell was the "informing soul which gave direction and form," in the words of the Hon. Nathan Appleton, "to the whole." He it was that studied out the problem, while visiting England and Scotland, of the future manufacturing ability of his native country. He embarked his property and devoted his time and talents in the work of permanently establishing a complete process of making cotton cloth.

As a fitting conclusion to this sketch, and as showing the growth of the manufacturing business, not exclusively cotton, there are now in the United States 252,148 manufacturing establishments, employing 2,053,996 hands, and producing annually \$4,232,325,442 worth of goods. There are 40,191 steam engines and 51,018 water wheels, with a combined force of 2,346,142 horse-power.



*No. XI. Kirk Boott, by Theodore Edson, D. D.  
Read February 12, 1875.*

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WHEN an enterprise of some extent and importance has been dearly conceived, heartily undertaken and steadfastly pursued to a good degree of success, especially when the enterprise is itself an original—nothing of the like having been known before—the single mind which imaged its conception, which moulded it in its plastic state and directed its early course, will leave an impress on the enterprise itself which a long series of years may not entirely efface. If a man could have known William the Conqueror, personally, from the time of his settlement in England and could have lived thereafter an ante-diluvian age in a position of observation near the Court, it might have been an interesting matter for such a man at the end, say of five hundred years, to trace the strong lines of the personal character of the Norman King, more or less deeply marked on the institutions and on some of the peculiarities of social condition and character of the nation, running lines of influence and likeness quite obvious to himself though too subtle for the pen of history.

From about the time when the nucleus of the Merrimack Company was formed by an association of manufacturing gentlemen capitalists—Jackson, Cabot, Lowell and others—and had purchased the land whereon a gathering was made of what was at first called East Chelmsford, and afterwards Lowell, Kirk Boott, Esq., was the man of the enterprise, or as one has expressed it, “the great moving mind of the

place." His family were English. His father, Kirk Boott, came to Boston probably near the end of the last century. He was of fair position at home, of good ability and high reputation. He was successful as a merchant in the wholesale traffic of dry goods, so that he built the Revere House and occupied it with his family while he lived and they after him when he was dead. His son, the Kirk Boott of Lowell, was born October 20th, 1790. Early bred and schooled in Boston, he served when quite young in his father's store as a clerk, was fitted for college, so as to enter Harvard in advanced standing, and was admitted to the Sophomore Class the 14th of February, 1807. His name appears among the Juniors in the catalogue published in the autumn of 1807, and among the Seniors of the following year.

The relations of the two countries were at that time rather critical. Disturbances were threatening; and the young man, after more than a year's connection with Harvard College, was sent home for advantages of education, and for studies more directly applicable to a course of life and pursuit to which he was not disinclined. A situation in the army, as a civil engineer, was a desirable position and a very promising opening for a young man. What degrees of rank are attached to the corps of civil engineers I do not precisely know; but it was said that he held a lieutenant's commission under Lord Wellesley in Spain, afterwards Duke of Wellington. What he was in the Peninsular War is quite certain; and that his studies, after leaving Harvard, were directed to a fitting for the post which he attained, is more than mere inference. He not unfrequently spoke of his army experience in Spain, his military life and memorable marches.

After several years in the practical discharge of his professional duties, he returned to England. He was connected by marriage with a family of very high professional stand-

ing, the numerous members of which have filled honorable stations in several professions. Mrs. Boott was an excellent and devout woman, the very *beau-ideal* of an English lady, possessed of the rare accomplishment of adapting herself to any circumstances into which by God's providence she might be called. Early in their married life they left London and came to Boston.

When the new and original enterprise was fully conceived and began to be regarded with favor as practicable, that of building up a manufacturing city from its foundations by joint stock capital, to be so managed as to be remunerative to the stockholders, they, the original movers, were looking about for a suitable man to act as their agent in putting the undertaking through to the settlement of two points: its success as a financial operation, and its salutary influence on the community. Mr. Boott was not unknown to them. They knew his origin, his family and his breeding; and though he had been absent some years from the country, yet they could appreciate his history in the meantime, his fitting for appointment in the corps of engineers, at Rugby School; his position and experience in Spain; his practical facility of applying the acquirements of the school, the army and the counting-room to business in hand, and they fixed on him to work out the new enterprise wherein they were so deeply interested, as well in a moral as in a financial point of view.

The carrying on of manufacturing upon a large scale by a joint stock capital was an experiment which had not then been tested. In England the largest factories were owned and managed by wealthy individuals. The building up of a manufacturing city on a new site, and the employment therein of joint stock capital so as to settle the question of secure investment even to the extent of the entire power of the Pawtucket Falls, was involved in the agency that was

offered to Mr. Boott. The enterprise was without precedent, and the problem was to be solved in his own mind.

When the thing was to be done *over again*, and another manufacturing city was to be built ten miles below, they had only to improve on his ideal. The difference is like that between the original invention and subsequent improvements. But he had no copy before him to improve upon. The undertaking was unprecedented. He had everything to work out anew. He was aware that the foundations of a manufacturing city of some extent, and the test answer to the question whether joint stock capital could be applied by corporate organizations to extensive manufacturing so as to make the investment secure, remunerative and satisfactory, were involved; and notwithstanding the difficulties arising from the higher price of labor in this country, and from the fact that a board of directors cannot be supposed to act for their numerous proprietors with all that vigilance, zeal and promptness that one will do for his own interest and property, all these things and more, comprehended in the undertaking, were before his mind at the point of view which he occupied at the time when he was asked to take the agency of the enterprise. He accepted the appointment with a very strong sense of responsibility. No man knew better than he what he was about, and he entered upon it with an entire devotedness to the work and its successful issue, with an unselfishness which is seldom to be witnessed and a zeal that never flagged.

It is curious to imagine his first visit to these premises. He might have had the opinions of some that had been here before him; possibly some drawings of the Locks and Canals. To locate the great Merrimack Company in connection with how to bring the power of the water upon its wheels, was an early point. It was soon decided that the old canal was to be enlarged, and the locks re-built. Then

the new canal was to be laid out and brought forward so as best to accommodate the manufacturing and the printing ; how much room to allow for all the buildings inside the yard to be enclosed. There were first things to be decided upon, as when an encampment is to be laid out, the experienced eye runs over the position and the outlines and bolder features rise in the mind and are followed up by measurements and figurings, drawings and working plans. Can it be doubted that in calculating excavations, embankments and gradings his practice of military engineering in the army was of service to him? The amount of labor with pen and pencil upon drawings, plans, architectural elevations, was very great. The deep interest he took in all that was going on ensured a sort of general practical oversight which filled up all his scraps of time and made his position one of almost incessant application ; and his enthusiasm was participated by his early associates in the work. Whether the days of Worthen, of Moody, or of Colburn, were shortened thereby is a problem not easily solved. But one thing is certain, that the active interest and zeal for the welfare of this local community, so remarkable in the original leaders of the enterprise, was not transmitted to them that came after. His immediate associates sympathized with him and participated of his enthusiasm, but they for the most part passed away before him.

But there are features of the oldest and central part of our city which are to this day much as they were conceived in his mind, and promise to be permanent. There are lines to which he gave direction not likely to be erased or diverted ; and though the population has extended beyond what he ever expected to see, yet the branches thrown out from the trunk are located, and the tree as a whole moulded and shaped thereby. And although, if his primal idea of the moral and social condition of this manufacturing

city had been carried out as it was successfully begun, when every employee of the company contracted to attend some public worship on Sunday, our community might have been morally and socially in advance of what it now is; yet who would undertake to say that a good beginning has no salutary influence even to the present? And if this rule of public worship was in advance of his day, yet it was defeated because of misapprehension of its practical relations and bearing upon general interests. It was in consequence of his being not understood that he was made to occupy a false position in the minds of some.

He was a man of very prompt decisions and of strong, decided expression. It was what his position seemed to require. What would have become of this grand experiment if he had been of a slow and hesitating mind? Probably the English finish of his education and his army experience might have helped to suit his manner to the multiform phases of his duty here. He was an early-bred, intelligent gentleman, naturally and habitually of a commanding manner. He had a ready and quick discrimination of character, and as he came in contact more or less with all sorts of people gathered here, his keen distinctions and his open, out-spoken way of expression might have been misapprehended, and perhaps offensive to some. But it must have been a mistake of the man, of his position and the object to which he was so heartily and self-sacrificingly devoted, to have attributed to him a spirit of persecution for opinions' sake. So far as he had occasion to count on religious acts of his people, he did it by fair and open contract, which he held sacred; and while people of all religious persuasions and of very various opinions were employed and placed in desirable positions, I cannot believe that any one in the company's employ was by him made to suffer on account merely of religious opinions and profession.

The case of the Rev. Mr. Greenwood may be supposed an exception. That he himself thought so, I judge from his printed and published statements.\* When I came here he was on the Merrimack Corporation in No. 1 Mill. He was a tall, good-looking, pleasing man. He was made captain of the Lowell Phalanx. On gala days, at the head of his company, he made a good appearance. On the 4th of July, 1825, a handsome standard, procured by the ladies, was presented to the Phalanx by Miss Reed, with a glowing and patriotic speech. The gift was accepted by the commander with a spirited and interesting address. Mr. Greenwood discovered that he was possessed of a talent more fully to be developed in another line than that of overseeing a carding-room. Let it be remembered that Mr. Boott was engaged with his whole heart and soul in the successful solution of the great problem which he had in hand. Mr. Colburn (the superintendent) shared in the like enthusiasm.

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\* Extract from a Historical Discourse by Rev. T. J. Greenwood, printed in Lowell, 1869: "The report had gone abroad in the community, and it was made free use of by the opponents of our cause, for sectarian purposes, which I was unwilling to credit, 'that those who gave their influence or aid, in any way, to the establishment of a Universalist society in the place, should lose their employment by the corporation.' Seeing the controlling mind of the establishment, near my place of employment, I called on him, stating the report, and enquired if it was true. 'Yes,' said he, in a very excited manner, and with the use of expletives which it is not necessary to repeat, 'I *have* said it, and I *will* dismiss from our employ any one who is engaged in building up such a society, if he is the best hand in our employ!' I replied that I had done what little I could for the cause of Universalism, and should feel in duty bound to do it in the future, and abide the consequences. He repeated his threat and departed; and what afterward transpired with reference to myself has passed into a personal history, for which I have never felt a moment of regret. And now, as I look back upon the transactions of those times, I feel certain that then, as always, it was ignorance of the doctrine, in the common mind, rather than badness of heart, that prompted the opposition. And yet I feel compelled to say, leaving entirely out of the account whatever little effort or sacrifice I was permitted personally to make, I very much doubt if there are many places where the leaders in any good cause have been called to suffer more directly in a pecuniary point of view, beyond what they were always ready to contribute to the support of their cause, than were they who, in the full faith of ultimate tri-



The overseers were *then* looked after. He that could turn out from his room the best work and the most of it, was the man that was wanted. Had Mr. Greenwood been as *au fait* at managing his room as he was at preaching, he might have kept the place as long as he wished. But when it began to be understood that he was about to change his profession for that of the ministry, his zeal for carding had abated, his attention was diverted and they had another man for the place who was ambitious to fill it.

I mean to say that people were employed by the Merrimack Company without distinction of religious persuasion. The Bassetts had no difficulty on that score; and the use of the church was freely granted to the friends of the Rev. Paul Dean, of Boston, for his services therein; and that, when all the circumstances are considered, neither Mr. Boott nor Mr. Colburn will be found chargable with persecuting any in their employ for their religious opinions. One may, under

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umph, labored to place the proclamation of the Gospel of Universal Grace on an immovable foundation in Lowell."

Extract from "The Universalist" of March 6, 1875, on Rev. Thomas J. Greenwood, by Rev. A. J. Patterson, D. D.: "An eminently successful future seemed opening before him. There was but one obstacle in the way of still increased promotion, and larger compensation and wider influence. He believed in God as a Universal Father. He believed in man as the immortal child of that Father. He believed in Christ as the elder brother and Saviour of men. He believed in Heaven as the final inheritance of souls created in the image of God. He was a pattern man in all the relations of social and business life. He was not intemperate. He was not profane. He was not immoral. He was not neglectful of any trust. But he was a Universalist—an outspoken Universalist. He had convictions of his own, and sufficient manliness to maintain them.

"An attempt had been made to plant a Universalist Church in that growing city. In this movement he enlisted with hand and heart and soul. Universalism was regarded by the 'mill authorities' as the prime heresy of the age. If permitted to live and flourish in their midst, it would, they thought, ruin their business and demoralize their city. Accordingly they came to their young overseer and asked him to part company with these heretics. He answered, 'I must be loyal to my convictions.' They hinted at a discharge if he persisted in the course he had taken. He moved right on in allegiance to conscience. He was notified to 'cease his advocacy of this unpopular doctrine, or quit the business.' He accepted the latter alternative, and went out from his place as a manufacturer forever."



the excitement of provocation, make a hasty remark, or say a rash thing. Mr. Boott may have done so. But kindness and fairness were prominent in his character.

Mr. Boott was a man of power; and, which does not always accompany natural strength of mind, of a remarkable versatility of talent. To these original endowments his education was not altogether unsuited. He was of highly genteel parentage. He was early in his father's counting-room initiated to business forms under his father's eye. He was fitted for college, as I suppose, with private tuition, so as to obtain admission about a year and a half in advance, and left in the beginning of the Senior year. The finishing of his education in England, perhaps at Rugby, was analogous to the studies at West Point, whereby he was able to meet the severe requirements of a good position in the Duke of Wellington's army. Associates of his rank were gentlemen of high culture and breeding. His social relations were good in Boston, in England rising, and his marriage connection was with an English family of high respectability; and he returned to this country a gentleman of courtly manners, a large knowledge of the world, an extensive acquaintance with mankind, at home and at ease in the cultured circles, and yet, not unused to guide and to direct less-educated and laboring classes, who in the army carry the pick and shovel; able to teach such, how in emergency to throw up an embankment or to bridge a stream. He adapted himself readily to the uncultured and unlearned as occasion might require, cultivating, as every gentleman should, the laborers in his service without compromising the proprieties of his own character, and without disparagement of his good manners.

As an illustration not only of his versatile accomplishments, but of his indefatigable application as well, he made plans of the Company's lands, every parcel of which

any disposition was made in his time, and of all the buildings erected, ground-plans and elevations. Deeds given were for the most part written by himself, and the numerous papers of the various forms of his extensive business were mostly written out by himself, in his own fair hand. These and the like, always correctly and promptly done, were but the small matters of his work. The general oversight of all that was going on; the particular supervision of what was of more importance; all the heavy contracts with job hands; a careful observance of how they were getting along with their work; these, with the duties of Agent and Treasurer of the Merrimack Company and the Locks and Canals as well, with the frequently driving to Boston, up and down, years before the railway was supposed practicable, were seasonably accomplished, and nothing said of the labor—not a word.

He entered on the active discharge of his agency April 15, 1822, at the age of 31 years. He lived and continued his labors here about fifteen years. His health was failing, and threatening symptoms increasing through the last year of his life. He continued his active engagements to the end, and died of apoplexy in his chaise, on Merrimack Street, crossing Dutton, between the railway depot and the Merrimack House. His body dropped from the chaise and was taken first to the Merrimack House and then to his own late residence. His death occurred on the 11th of April, 1837. His funeral took place on the 13th, at his house, which had been recently moved to make way for the Boott Corporation. It has since been used as a hospital. The body was then taken (as is believed) to Mount Auburn for interment.

His death occurred at the point, as we may well suppose, where he might have stood when he was scanning the place whereon, in his vivid conception, he was locating the

future city. It was at any rate a central and accessible position for the purpose, certainly in his track.

How obviously, my fellow citizens and associates, can *we* see the impress of Mr. Boott marked in the features, physical and moral, of our city! And we have cause for thankfulness, that in the wise Providence of Almighty God such a man, so qualified by nature and by education and training as well; one that had so little of self-seeking as to be capable of devoting himself, as he did, to the work, was at the time at hand to put through the grand experiment so successfully!

*XII. William Livingston, by Hon. Josiah B. French. Read August 4, 1875.*

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BORN in the town of Tewksbury on the 12th day of April, 1803, the son of a respectable farmer, as was usual with lads in the towns of Massachusetts, his opportunities for education were only such as were afforded by the district school. In the years of his later childhood and youth, he attended only during the winter terms, assisting his father in his farm-labor the remainder of the time. He continued at home until he was twenty years of age.

About this time the enterprise, which resulted in building up the thriving and prosperous city of Lowell, had its inception. The Merrimack Manufacturing Company, the oldest of its corporations, was organized in 1822—four years before the incorporation of the town—and went into operation the next year. During this year (1823) young Livingston, not having yet attained his majority, went to that part of Chelmsford which, previously occupied by a few farm-houses, was within a half century to be the home of a population of more than fifty thousand persons. Engaging with great zeal and diligence in whatever manual labor he could obtain, and by the practice of rigid economy, he was soon able to purchase a horse and cart—valuable auxiliaries in such labor as was then in great demand in the growing village. With the aid of these he labored on by himself till 1825, in which year he obtained his first contract, the performance of which required the employment of laborers, working under his superintendence. This contract was connected with the

construction of work and repairs on the Middlesex Canal, extending from the Merrimack River about two miles above Lowell, to Boston.

The following year he made a contract with the Indian Head Manufacturing Company, of Nashua, N. H., for excavating earth and doing stone-work connected with its water privilege.

In 1827 he contracted to dig a canal from Sebago Lake, in the State of Maine, to a point several miles below, on the Sebago River. He completed this work within the year.

Returning to Massachusetts he performed within the next two years, and with his usual energy and success, a large contract for work on the Blackstone Canal, extending from Worcester, Mass., to Providence, R. I.

Soon after his return from this job, Mr. Livingston decided upon Lowell as his place of abode, and entered upon the business of grain, flour, lumber, wood, coal, lime, brick and cement. To carry on this, it became necessary to have wharf accommodations and plenty of room for storage. In December of 1828 he purchased of Nehemiah Wright the wharf lot, and at a later period part of the old Brewery lot, lying on the west side of Thorndike Street, extending to the canal, erecting at once such buildings as were necessary for storehouses, and not long after, his large brick building, which was designed for stores below and dwellings above. The stores and north part of the dwelling were rented. The balance of the building was occupied by himself and continued to be his dwelling-place up to the time he built his mansion-house, in 1852, on the corner of Thorndike and Chelmsford Streets, now owned and occupied by his daughter, Mrs. Paul R. George. The brick building before referred to, with the wharf property connected therewith, is now owned and occupied by his son, the Hon. William E. Living-

ston, who is very successfully carrying on the business commenced by his father.

At the time of commencing business on his wharf his purchases were mostly in the city of Boston, and the item of transportation entered largely into the cost of articles in which he was dealing; and he soon became interested in a line of canal-boats running between Lowell and Boston on the Middlesex Canal, by means of which he was enabled, during the summer months, to get a sufficient supply of coal, lime and heavy articles to accommodate the market through the winter months, and proved to be a profitable part of his business, and enabled him to successfully compete with the Boston and Lowell Railroad, in the transportation of heavy articles, from the time it started, in 1835, to the time of the abandonment of the canal.

The natural capacity for business of Mr. Livingston; his ready and comprehensive grasp of details; his economy in the use of material and of labor, and his personal energy and industry, which in the brief space of a few years had developed his operations from his personal labor—supplemented in a short time by contracts involving the employment of numerous laborers and teams—had also secured to himself so much profit and emolument that he was not only disposed, but able, to embark largely on his own account in the field of legitimate enterprise, presented in the prospective rapid growth of the new town, so soon to be the leading manufacturing city of New England. Accordingly in 1831, in company with Sidney Spaulding and other gentlemen, he purchased a large tract of land, extending westerly and southerly from his wharf property, in area about one hundred and twenty acres, through which Middlesex and other streets were immediately laid out; and a large portion of the territory was at once rendered available for

building purposes, and was placed on the market, from which large profits were derived.

He was largely engaged, within the next four or five years, in contracts with the large manufacturing companies, which were successively incorporated (for which mills were to be built), for the construction of wheel-pits and laying the foundation walls of their buildings. Of these the Hamilton was incorporated in 1825; the Appleton and the Lowell in 1828; the Tremont, Suffolk and the Middlesex in 1830, and the Lawrence in 1831. From 1835 to 1838, in company with his brother, Elbridge Livingston and Sidney Spaulding, of Lowell, he was employed on a contract for the construction of the earth-work and masonry of the Lowell and Nashua Railroad. This contract, like his previous one, was promptly and satisfactorily fulfilled.

During the latter part of the same period, in company with a Mr. Breed, he entered into a contract with the State of Illinois for the construction of a canal. The unexpected death of Mr. Breed, which occurred soon afterwards, rendered it necessary that Mr. Livingston should personally superintend the completion of this contract, which was effected in 1839. In the year 1848 he built on his wharf, on Middlesex Street, a saw mill, a planing mill and a grist mill, and put them into successful operation.

An important branch of his business, growing out of the operation of his saw and planing mills, was the obtaining of the logs, to be used in the manufacture of lumber, from the forests of New Hampshire. To this business he added, in 1850, the manufacture of packing boxes, at the same time receiving Mr. Otis Allen, of Lowell, into partnership in his business of manufacturing lumber.

Notwithstanding the many large and varied contracts which Mr. Livingston had been engaged in from his early manhood to the completion of the Salem and Lowell Rail-



road, in 1850, the business upon his wharf, commenced in 1828, had been continued and grown from a small to a very large business, keeping pace with the growth of the town and city—requiring a capital of from fifty to one hundred thousand dollars.

Very soon after the discontinuance of the Middlesex Canal the subject of transportation became a question for consideration between Mr. Livingston and the Boston and Lowell Railroad, and was agitated with a zeal peculiar to him, for some concession on account of the large amount of tonnage growing out of his wharf and grain business. This claim was unsuccessful, and was not treated with that consideration, on the part of the Railroad, which it was thought by him he was entitled to, and relief in some way was the next thing considered, and was the inciting cause and inception to the chartering and building of the Lowell and Lawrence and Salem and Lowell Railroads. The building of these roads may be said to be the work of Mr. Livingston. Their charters were mainly obtained by his energy and persistent efforts before the Massachusetts Legislature, as both bills were opposed by the Boston and Lowell Railroad in the most vehement and pertinacious manner; and it was claimed that they would be competing roads, and the granting of them a violation of their chartered rights.

The act incorporating the Lowell and Lawrence Railroad was passed in 1846, and the road was finished and in running order the following year. This early completion of the road was largely due to the untiring energy of Mr. Livingston, who took the contract for constructing its earth-work and masonry. He submitted himself to severe personal exposure in order to complete the work within the time prescribed in the contract. To effect this it became necessary to prosecute the work through a portion of the period of its construction by night as well as by day. Much of this



night work he personally superintended, thereby inducing an attack of pulmonary disease which resulted in consumption, of which some years afterward he died. Of this corporation (the Lowell and Lawrence) he was a large stockholder and its president from its organization till his death.

The contract for building the Salem and Lowell Railroad he took in company with Sidney Spaulding and Elbridge Livingston. This contract included the building of all the bridges and depots on the line of the road. The act of incorporation was granted and its construction commenced in 1848, and the road was completed and open for travel in 1850. He was one of the directors of this corporation from its first organization to the time of his death. As was before stated, the severe exposure to which he subjected himself, in pushing the work under his contract with the Lowell and Lawrence Railroad, laid the foundation in his system of that common and fatal disease, consumption.

Hoping to receive benefit from change of climate, Mr. Livingston went, in the winter of 1855, to Jacksonville, Fla. He failed, however, to realize any advantage to his health, and his death occurred in that city on the 17th day of March, 1855.

His active business career commenced in the same year with that of the building of the first Merrimack Mill and three years before the incorporation of the town of Lowell. So long as he lived he was among the most prominent and active citizens, characterized both by personal enterprise and by a large public spirit. He was among the first to engage in private undertakings of any considerable magnitude contemporaneously with the immense corporate movements, based on capital mainly drawn from the neighboring metropolis. As his pecuniary resources increased, he was also among the foremost to project; and by investing his own capital and securing the co-operation of others, to pro-

mote public enterprise, having an intimate relation to the growth and permanent prosperity of the community in which he lived.

In politics a Democrat, and strongly attached to the principles of his party, he was intelligently discriminating in matters of Municipal, State or National policy. Always taking an active interest in public affairs, he was not ambitious of civil preferment. He was, however, frequently elected to municipal office in the town and city of Lowell. He was a member of the Senate of Massachusetts in 1836, and was re-elected the ensuing year. A Democrat, not in name only, he was governed in his public as in his business and private relations, by the principles of honor, integrity and consideration for the interests and the rights of others; so that in all these relations he gained the respect and the esteem of all, and his memory is cherished by kindred, by business men and by his fellow-citizens, as that of a man who acted well his part in life, and is not soon to be forgotten.

XIII. *Gen. Jackson in Lowell, by Z. E. Stone.*  
*Read November 11, 1875.*

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I REMEMBER very well on one occasion, some years ago, when listening to a lecture by a late Concord scholar and philosopher, to have heard a most entertaining denunciation of those who find satisfaction in reading the mere news of the day; and I was assured by the speaker, so indifferent was *he* to what was going on outside of himself and the things he deemed of practical value, that he would not go to the corner of the street to see the world blow up! This fact occurring to me, after my work of digging up and putting together the details I have to present was well in hand, I wondered whether after all it was worth while to grope around in the indistinct past, after facts which at the time of their occurrence were not regarded as of sufficient moment to chronicle with any degree of fullness; and so I came to doubt whether any one save myself could be interested in my work. To be sure the Concord man was by some people called “a child of nature,” and took special delight in lying around on mother earth, indolently watching the active squirrels, the habits of fishes, and characteristics of bugs and things; and I suppose he had a right to be indifferent to what was going on in the world among his fellow-men, and to spend his time as he pleased, if he paid taxes, but he didn’t—willingly. But the doubt his remark called up has ever since beset me; and with some reluctance, and more or less apprehension as to the result, I here submit the matter.

During the year 1833—the first year of his second administration as President of the United States—Gen. Andrew Jackson made himself personally known to many of his countrymen by travelling somewhat extensively for that period—an example which, followed by his successor forty odd years later, has been a matter to excite the severest criticism, although with telegraphs and railroads one is now very much at home in almost any quarter of our country. In May of that year the President and his cabinet visited Fredericksburg, Va., to participate in the ceremonies of laying the corner-stone of a monument to the memory of the mother of Washington; next he visited New England; and later in the season he a third time left Washington, to spend a few weeks at Old Point Comfort—better known of late years as Fortress Monroe.

At the very threshold of his first excursion occurred an incident which excited the whole country. On the 6th of May, with his cabinet officers and others, he started for Fredericksburg. At Alexandria, where the steamer stopped, as he sat in the saloon reading, a man approached and was mistaken by the President as in the act of pulling off his glove to shake hands, and he attempted to tell him not to remove his glove, when the hand of the stranger darted at the nose of the old hero. Whether the rascal succeeded in grasping it or not, we have no authority on which to base an opinion; but popular rumor at the time said he did. The man was a dismissed lieutenant of the Navy, named Randolph, who attributed his removal to the President. In an instant he was thrust out of the saloon, the President flaming with indignation; but he was soon cool enough to decline a proposition made by an Alexandrian to kill Randolph in fifteen minutes, on condition of being pardoned if convicted of murder. The affair was for months a subject of newspaper discussion.

The political campaign, which resulted in the re-election of Gen. Jackson, was an especially exciting one, all over the country. The opposition to him when he was first a candidate had become intensified, largely in consequence of the sweeping manner in which he had removed office-holders to make room for personal and political friends, on the principle that "to the victors belong the spoils." Slavery, too, was fast working into politics; the whole land was excited on the tariff question; many also assumed to be fearful (as some are nowadays) that the President, being a military chieftain, if a second time elected would so govern affairs that at the end of his term he would be ready to declare himself Dictator, and "smash" our Republican-Democratic government. Gen. Jackson was the Democratic candidate; the Whig nominee was Henry Clay, who commanded the largest portion of the opposition; while, to render the campaign lively, the friends of John C. Calhoun ran as their candidate John Floyd, of Virginia; and the anti-Masons had a Presidential candidate in the person of William Wirt, of Maryland. But the real battle was between the Democrats under Jackson and the Whigs with Clay for standard-bearer; and "Old Hickory" won, as usual.

In Lowell the political fever ran high; and here the tariff question was prominently presented. "Elect Gen. Jackson," said Mr. Kirk Boott, on a public occasion, "and the grass will grow in your streets, owls will build nests in the mills, and foxes burrow in your highways." To this prophecy Capt. William Wyman—a strong Jackson man, at the time Postmaster—responded, "Elect Gen. Jackson, and money will be as plenty as oak leaves."

Early in June the President, accompanied by Martin Van Buren, Levi Woodbury, Lewis Cass, Andrew Jackson Donaldson (his private secretary), and one or two other distinguished gentlemen, left Washington to visit New

England, his purpose being to go as far east as Portland. The first marked demonstration the Presidential party received was in Philadelphia. There, wherever he went, throngs of people followed. He visited the room in which the Declaration of Independence was signed, and there so great was the rush that to escape, people jumped from the windows in their anxiety to avoid injury from *compression*. In New York there was the same enthusiasm. People of all parties were anxious to see the man who had for many years been conspicuously before the country—a man intensely admired and intensely hated. The State and City officials were ready to do him honor. Military parades, processions, receptions, public dinners, congratulatory addresses and demonstrations of many kinds were the order of the day. So eager and careless were people that they literally endangered the General's life. On visiting a certain locality, a bridge over which he had just passed gave way under the weight of people upon it, throwing hundreds into the water—among others Gen. Cass, Gov. Woodbury and Maj. Donaldson of the President's party, who were in the next carriage behind him. At another time the horse on which he was riding became unmanageable and very nearly threw its distinguished rider; and, again, the wadding of a gun, when a salute in his honor was fired, passed so near his head as to singe his gray hair. But these things (being a believer, it is said, in predestination) had no effect on him; he endured passively all the New Yorkers put on him, possibly wondering, as the sailor did when he was blown into the sky by an accidental explosion at an exhibition of fire works, "what the deuce the next performance would be."

But escaping the dangers of "flood and field" in New York, the President and party came by boat to Providence, R. I. Here, too, the highest honors in the way of attentions awaited him. But receptions and hand-shakings were not

alone gratifying to him. He was anxious to see the manufactories and enterprises of the regions through which he was passing. While in Providence he visited Pawtucket—the site of the first manufactory of cotton yarn in this country. While in the village he was told that Mr. Samuel Slater—the father of cotton manufacturing in America—was residing there, but was ill. He expressed a desire to meet Mr. Slater, and was accordingly escorted to that gentleman's residence; and with an affability peculiar to him, Gen. Jackson addressed Mr. Slater as the father of American cotton manufacturing, having erected the first valuable machinery and spun the yarn to make the first cotton cloth in America. They spent half an hour in conversation—apparently to the great gratification of each other.

From Rhode Island Gen. Jackson came to Massachusetts; and so far as we have been able to learn, his first public reception in the State was in the town of Roxbury (now a part of Boston), when Mr. Jonathan Dorr, on behalf of the selectmen, made the "welcome" speech, which ended with a poetical flourish. Though seemingly intended for a third person, his remarks were turned directly upon the President when he said, "We duly appreciate his public services, and

May his powerful arm long remain nerved  
Who said, 'The Union: It must be preserved.'"

And to the poetic clause of the address "Old Hickory" responded, "It *shall* be preserved as long as this arm has power," and the emphatic declaration was greeted enthusiastically by the great throng of people that surrounded him.

For a number of days Gen. Jackson was in Boston, where of course he was greatly lionized. But unfortunately he was seized with bleeding at the lungs, and for a time his illness confined him to his room. The floors in the hotel were double-carpeted; the streets near by were covered with tan,



to lessen the noise and deaden the jar of footsteps and passing carriages. The State and City officials conspired to do him honor; and as far as his health would permit, the President accommodated himself to their wishes and purposes. He visited Cambridge, and at Harvard College was formally welcomed by the then president of that institution, Hon. Josiah Quincy; and one of the Professors also addressed him in pure, unadulterated Latin (which was "all Greek" to the General, whose early education is said to have been somewhat limited); and before he left the University the degree of Doctor of Laws was conferred upon him—a fact which for a long time elicited numerous jests from the opposition partisan press.

Charlestown he also visited; and there, too, was another demonstration—the scene being Bunker Hill, where then stood the unfinished monument. And this leads us to introduce a "local item," viz: On the 17th of June, 1833, there was a public meeting in the Town Hall, Lowell, to devise measures in aid of the completion of the monument. John A. Knowles, Esq., presided, and Mr. Edward C. Purdy served as secretary. A series of resolutions were reported by Capt. William Austin, which were adopted, and a committee of twenty-five (of the best-known people of Lowell at the time) was appointed to obtain subscriptions. From these facts it is reasonable to suppose our city has a pecuniary, as well as a patriotic, interest in Bunker Hill Monument.

Salem was likewise visited by the President and party; and there he was shown every attention which his exalted position and military fame seemed to exact. He was ill, but not to such an extent as to forbid his receiving the attentions of the public. When he left the reception committee of Salem attended him as far as Andover, where he was received and welcomed with civic and military honors. The party partook of a collation at Locke's Hotel. The Presi-



dent visited the Theological Institute and the Academy, the pupils of which paraded. He remained in Andover about one hour, to receive the greetings of the citizens, and then proceeded toward Lowell.

In 1833 the selectmen of Lowell were Messrs. Joshua Swan, Matthias Parkhurst, Benj. Walker (the father of Ald. Benj. Walker), Elisha Huntington, Samuel C. Oliver. Mr. Samuel A. Coburn was town clerk. With the exception of Mr. Parkhurst none of the number named are now living. The name of Gen. Jackson (in connection with his visit to Lowell) does not once appear upon the records of the town; nor does it anywhere occur except where the vote at the election on the 10th of June previous is recorded, when Gen. Andrew Jackson is declared to have received one vote for Representative to Congress! It is probable the old hero received the honor of this vote from some enthusiastic "Jackson man"; but Gayton P. Osgood was chosen, receiving in Lowell 441 ballots to 519 for Caleb Cushing—the town at that time being Democratic. Here we will further digress to add that "Jackson Hall" was named (in 1853) in honor of Patrick T. Jackson, and not to perpetuate the name of the distinguished guest of Lowell twenty years earlier; Jackson Street received its name prior to the visit of the President, and probably in honor of the same civilian.

Gen. Jackson's visit to Lowell occurred on Thursday, June 27th. Since then it is recorded that Lowell has been honored with the presence of a number of Presidents, viz: John Tyler, June 20th, 1843; James K. Polk, July 7th, 1847; Franklin Pierce several times (having personal friends here) between 1853 and '57; Gen. Grant, December 4th, 1868. On the 18th of September, 1848, Abraham Lincoln (afterward President) addressed a political meeting in the City Hall, when Hon. Homer Bartlett was chairman,

and Mr. Alfred Gilman secretary. Other distinguished persons have visited our city, creating more or less interest—Henry Clay, October 25th, 1833; David Crockett,\* “the comic statesman,” of Tennessee, May 7th, 1834; Louis Kossuth, the Hungarian patriot, May 5th, 1852; Thomas H. Benton, January 16th, 1857; Prince Jerome Napoleon, September 24th, 1860; His Imperial Highness the Grand-

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\*The visit of Col. Crockett to Lowell may fittingly form a paragraph in this connection. A Boston paper, in speaking of it, said—“He had never seen anything of the kind, and the mills and machinery were quite new to him and interested him highly. He said he was enraptured with New England and dead in love with New England people.” In a volume by himself, entitled “Life and Adventures of Davy Crockett,” he gives an account of this visit, from which we quote as follows:—

. . . . . “Next morning I rose early, and started for Lowell in a fine carriage, with three gentlemen who had agreed to accompany me. I had heard so much of this place that I longed to see it; not because I had heard of the ‘mile of gals’; no, I left that for the gallantry of the President, who is admitted, on that score, to be abler than myself; but I wanted to see the power of the machinery, wielded by the keenest calculations of human skill; I wanted to see how it was that these northerners could buy our cotton, and carry it home, manufacture it, bring it back, and sell it for half nothing; and, in the mean time, be well to live, and make money besides. We stopped at the large stone house at the head of the falls of the Merrimac River, and having taken a little refreshment, went down among the factories. The dinner bells were ringing, and the folks pouring out of the houses like bees out of a gum. I looked at them as they passed, all well dressed, lively, and genteel in their appearance; indeed, the girls looked as if they were coming from a quilting frolic. We took a turn round, and after dining on a fine salmon, again returned, and entered the factories. The out-door appearance was fully sustained by the whole of the persons employed in the different rooms. I went in among the young girls, and talked with many of them. Not one expressed herself as tired of her employment, or oppressed with work: all talked well, and looked healthy. Some of them were very handsome; and I could not help observing that they kept the prettiest inside, and put the homely ones on the outside rows. I could not help reflecting on the difference of condition between these females, thus employed, and those of other populous countries, where the female character is degraded to abject slavery. Here were thousands, useful to others, and enjoying the blessings of freedom, with the prospect before them of future comfort and respectability: and however we, who only hear of them, may call their houses workshops and prisons, I assure my neighbours there is every enjoyment of life realized by these persons, and there can be but few who are not happy. It cannot be otherwise: respectability depends upon being neighbour-like: here everybody works, and therefore no one is degraded by it; on the contrary, those who don’t work are not estimated. . . . . The owner of one of the

Duke Alexis, December 9th, 1871; and last, but not least, Kalakaua, the King of the Sandwich Islands, January 7th, 1875. But concentrate all the demonstrations in consequence of these visits into one, and that one would make no approach in public interest or display, to that on the occasion of the presence of the hero of New Orleans in the manufacturing town of Lowell now more than forty-two years ago.

mills, Mr. Lawrence, presented me with a suit of broadcloth, made out of wool bought from Mark Cockral, of Mississippi, who sold them about four thousand pounds, and it was as good cloth as the best I ever bought for best imported. . . . I met the young gentlemen of Lowell, by their particular request, at supper. About one hundred sat down. Everything was in grand order, and went off well. They toasted *me*, and I enlightened *them* by a speech as good as I could make; and, indeed, I considered them a good set of fellows, and as well worth speaking to as any ones I had met with. The old saying, 'them that don't work should not eat,' don't apply to them, for they are rale workies, and know how to act genteel, too; for I assure you I was not more kindly, and hospitably, and liberally treated any where than just by these same people. After supper I went to my lodgings for the night. Next morning I took another range round the town and returned to Boston."

As will be inferred, Col. Crockett stopped at the "Stone House," which at that time was kept by George Larabee—now the residence of Dr. James C. Ayer. The day was rainy and disagreeable. The previous day a twelve-pound salmon was caught at the mouth of the Concord River, and it is understood that that salmon was a part of Col. Crockett's dinner. When he left Boston, it was expected he would return the same day, and it was announced that he would attend the Tremont Theatre in the evening; but a number of active members of the Whig party prevailed upon him to remain, and accept the honor of a banquet. Although one of Gen. Jackson's fast friends, Col. Crockett was an intense Whig. The "supper" came off at the American House, at the time kept by George Tyler. John Locke, Esq., Judge of the Police Court, presided. About one hundred "young Whigs" were at the tables. Speeches were made by a number of gentlemen, and one is justified in judging that it was a jolly affair. The "Mercury," the Democratic organ, gave no details, but alluded to the affair in a sarcastic manner and quoted quaint sayings that had appeared in "Crockett's Comic Almanac," and which were attributed to the eccentric Tennessean, such as "go ahead, steamboat," "whip my weight in wildeats," "grin a raccoon from the top of a sycamore," &c. The "Journal," the Whig paper, had an account of the supper, but it is doubtful if there is a number of that issue in existence. A gentleman who was present says that Col. Crockett's speech was full of quaint remarks and keen hits at his political opponents. At the close he gave this remarkable sentiment:—"May the bones of kings and tyrants serve in hell as gridirons to roast the souls of tories on." Col. Crockett was two terms in Congress. He died in battle, serving Texas against Mexico, March 1st, 1836—less than two years after he was in Lowell.

Except on a few occasions during the war, no such military display as then was ever witnessed here.

In the procession were two hundred or more mounted men, as cavalcade—about one-half in white frocks; the Lowell Light Infantry, Capt. Nathan Durant; Mechanic Phalanx, Capt. Hiram Corbet; two militia companies, Captains B. S. Hale and Joseph C. Wyatt; a volunteer artillery company—boys; the Groton Artillery, Chelmsford Rifle Company, Westford Rifle Company, an infantry company from Billerica, and another from Methuen. Of school children there were some five or six hundred; and, more important still, the young women employed in the mills. I have no recollection of ever reading of a demonstration so remarkable as the last-named feature, unless may be instanced that at Bordeaux, France, a year or two since, when five thousand women appeared in a processeion, to celebrate some religious anniversary.

It is related that Prince Darius, who flourished before the re-building of Jerusalem, on an important occasion gave a grand banquet, and to three distinguished persons present he submitted three propositions: To the first, whether Wine is not the strongest; to the second, whether the King is not the strongest; to the third, whether Woman is not the strongest, or, more concisely expressed, Which is strongest—Wine, the King, or Woman? At the appointed time the three made their arguments, as "reported" by Josephus. One Zerrubabel was the third to plead, and he proved conclusively that Woman is stronger than Wine or the King; and he went a little farther in his argument, to show that the power of Truth is greater than either. Had Zerrubabel lived in our day he could have been given a new point to sustain his position as to the strength of woman; for the very first answer, on inquiring for information of old residents concerning the President's visit, has been the smiling

assurance that they remembered the event very well, with this in addition: "All the mill-girls—every one Yankees—and good-looking, too—were in the procession, dressed in white, and carried parasols." In a majority of cases this has been the only information I could pump from "the oldest inhabitants," whose recollections of details, after the lapse of forty odd years, can hardly be expected to be very vivid; but on the woman question all are agreed, to a man.

It is believed that the suggestion to have the young women of the manufactories appear in the procession came from the agents of the companies; and having their sanction, of course it met with little or no opposition. It was determined that the dresses of the girls should be uniform and as inexpensive as possible; and white, with sashes and parasols, was fixed upon as the street apparel for the occasion. Some one has informed us that the demand for parasols drained the stores some days before the 27th. But this fact may be regarded as of more moment: The announcement that the mill-girls were to take part in the ovation on the occasion of the President's coming, had the effect to attract to Lowell about as many thousands as did the Chief Magistrate himself.

Notwithstanding the feeling against Gen. Jackson during the election campaign, all were anxious to have him come to Lowell. Mr. Boott said, when the subject of finances was broached at one of the preliminary meetings—"Gentlemen, give yourselves no uneasiness about a deficit. We will take care of that." Amos Lawrence, in his anxiety to have him come, said—"We will feed him on gold dust, if he will eat it." It is barely possible that there was policy in this ambition to make a favorable impression on the mind of the General and his cabinet.

To show how small a part of Lowell was then occupied with dwellings may be illustrated by the fact that a lad of

that day (Artemas S. Tyler, Esq., a member of our Association) secured an eligible position to see the procession when it passed through Central Street in a dwelling-house at the corner of Central and Middle Streets—now occupied in part by Amos Sanborn & Co. The building was three stories high then as now; but it has since been raised several feet. The youth stood at a window on the second floor, and had an unobstructed view as far out as the Zadock Rogers buildings, just to the east of which the Presidential party first made its appearance. Not a building stood in the way. Probably there were small structures in range, on the low land near the Concord River, in Belvidere, but nothing arose in the way of stores or large dwellings between Central Street and the point named—half a mile away.

Although there is no record of the fact at my command, it is true that there was a general committee of arrangements. As early as the 20th of May, there was a meeting of citizens, without distinction of party, to concert measures for receiving with proper demonstrations of respect the Chief Magistrate. Maj. Benj. F. Varnum was chairman, and Thomas Billings, Esq., secretary; and a committee of thirty-eight—an equal number from each party—was appointed. Of their proceedings there is no record.

A number of the "Lowell Mercury," published the day *after* the reception, contained the "Order of Arrangements"; but the account of the event was embraced in about thirty lines. So far as known, there is in existence no other copy of the arrangements and list of assistant marshals, printed at that time. This number of the "Mercury" has been preserved by Jonathan Page, Esq., a member of this Association. What is spoken of in the "Order of Arrangements" as *Washington Street* was some years later changed to *Andover Street*, and by that name it has since been known. The order, &c., reads as follows:—

RECEPTION OF THE PRESIDENT

BY THE CITIZENS OF THE  
TOWN OF LOWELL.

The President will be received at the south end of Nesmith Street, on Thursday next, and conducted through Nesmith, Washington [Andover], High, Church, Central and Merrimack Streets to his lodgings at the Merrimack House, in the following

ORDER OF PROCESSION.

Military escort, consisting of Militia Officers, and a Regiment of Light Infantry and Riflemen, under the command of Brig. Gen. T. A. Staples.

Brigadier General.

AID.

CHIEF MARSHAL.

AID.

Committee of Arrangements.

Two  
Marshals.

{ PRESIDENT  
of the  
UNITED STATES. }

Two  
Marshals.

SUITE OF THE PRESIDENT.

Three Marshals.

Ladies.

Three Marshals.

Judges of the Police Court.

School Committee, Civic Officers of Lowell and vicinity.

Cavalcade.

Citizens on foot, four deep.

Three Marshals.

The other Assistant Marshals will be posted on the flanks when the procession is formed.

On arriving at the Merrimack House, the escort will open to the right and left, and the President will pass through to the Merrimack House, where the whole procession will pass him in review.

The instructors and scholars of the High and Grammar Schools will be arranged, as the instructors may judge expedient, on the north side of Church Street.

At the ringing of the Baptist bell the instructors will form their scholars at the South School-house and march them to the place



designated for them on Church Street; and at the same time the ladies will form, four deep, on Jackson Street, and be escorted by the military department to the place designated for receiving the President.

Citizens on foot will assemble and form, as the Marshals shall direct, on High Street; and they are all as one earnestly requested to join in the procession.

Persons composing the procession are earnestly requested not to move or leave the procession, unless so directed by the Marshals.

The Committee of Arrangements and the Cavalcade will form on Merrimack Street, precisely at half-past seven o'clock, to proceed to Tewksbury Meeting House, or Andover line, to escort the President to the place designated for his reception.

BY ORDER OF THE COMMITTEE OF ARRANGEMENTS.

B. F. VARNUM, Chief Marshal.

Assistant Marshals:

WILLIAM WYMAN,  
 THOMAS P. GOODHUE,  
 DANIEL H. DEAN,  
 ISAAC O. BARNES,  
 JOHN W. GRAVES,  
 ZACCHEUS FLETCHER,  
 HUGH CUMMISKEY,  
 PAUL R. GEORGE,  
 BENJAMIN R. KNOX,  
 JEFFERSON BANCROFT,  
 JOHN KIMBALL,  
 SAMUEL B. APPLETON,  
 PETER H. WILLARD,  
 DAVID J. MOODY,  
 GEORGE MOTLEY,  
 STEPHEN MANSUR,

JONATHAN M. MARSTON,  
 SAMUEL A. APPLETON,  
 THOMAS SUMNER,  
 WILLIAM SPENCER,  
 JOSEPH RICHARDSON,  
 FORREST EATON,  
 WILLIAM WETHERBEE,  
 JOHN TRIPP,  
 HIRAM LONGLEY,  
 JOSEPH BATTLES,  
 CURTIS BERRY,  
 DANIEL KNAPP,  
 J. W. DAMON,  
 THOMAS K. BREED,  
 EDWARD W. CLARK.

The President was received on Nesmith Street, southeast of Washington [Andover], by the Selectmen, Joshua Swan making a brief speech of welcome, to which Gen. Jackson as briefly responded. When the several organizations were



in the places assigned them, the military and cavalcade were on Nesmith and Washington [Andover] Streets; the civic organizations and citizens along the last-named street (where was a deep cut, below High Street—now obliterated), and on Church Street were the school children and the mill girls, their lines beginning at the bridge over the Concord River. Along the streets, on the sidewalks, were the unorganized thousands.

In the procession the arrangement of the mill girls was to place the representatives of the oldest Corporation at the head, the other manufactories taking rank according to date of incorporation. At the head of each division was borne a silk banner, white on one side and green on the other, the inscription on each being "Protection to American Industry" in a scroll held in the beak of an eagle, with the name of the corporation beneath. There were nine banners painted by our well-known fellow-citizen, George Hedrick, Esq., for this occasion. The overseers accompanied the young women of their respective rooms, as aids, each carrying a baton and walking at the head of his section.

First, then, was the Merrimack Corporation. Mr. Forrest Eaton, overseer of the card room, was at the head of this division, as aid; and Miss Harriet Cheever, of Dracut, and Miss Charlotte Flint, of Concord, headed the first division of the mill girls in this grand procession. [Miss Cheever afterward became Mrs. Livermore Farnum, and Miss Flint Mrs. — Fogg.] Next came the Hamilton; and Mr. E. G. Richardson (a member of this Association) was aid, and Misses Betsey C. and Mehetabel Parker, of Dracut, marched at its head. The former [now Mrs. Lewis, of Lowell] remembers the event very distinctly. The other corporations had their places as follows: Appleton, Lowell (Carpet), Tremont, Suffolk, Lawrence, and the Middlesex Woolen Mills.

The morning opened with indications of rain, a large amount of which had fallen the few days previous, rendering the highways rather unfavorable for the movements of the military companies that had marched into town. But before the middle of the forenoon the clouds floated off; the sun came out bright and warm. During all the morning thousands of people flocked to this point from every quarter. All the forenoon the strains of martial music mingled with countless strange noises of the town, and numerous and unusual incidents were transpiring, to disturb the attention of all save those personally engaged in them. The marshal's aids, on spirited horses, were flying hither and thither to bring in good time the scattered bodies together. Military companies marched through the streets to points assigned them; squads of men on horseback galloped to the rendezvous of the cavalcade; the school children and the factory girls were at the designated hour brought together and assigned their respective positions. The artillery (each of the two companies with two guns) was stationed on Chapel Hill, east of Central Street—near to and overlooking the Concord River, their position commanding a view of the road beyond the Rogers farm, on which the distinguished stranger was to come; and their guns were to be the signal which should announce to the expectant, impatient thousands the approach of the battle-scarred hero—the President of the United States.

The reception ceremony, when the Selectmen met the Presidential party, was of brief duration; this over, the grand movement began, and the President, escorted by the military and followed by the other organizations, whose lines were formed on each side of the streets, entered the heart of the town. He was in an open barouche, and with him rode Martin Van Buren. Under the most favorable circumstances it would be a difficult matter now to properly

describe the procession or explain the character of the enthusiasm which prevailed. A distinguished French gentleman [Mons. Michael Chevalier], who wrote a book concerning this country the year following, dating from Lowell and speaking of this event, said—"Gen. Jackson was received with acclamations such as Americans had never before witnessed. Washington never excited half the enthusiasm; neither Bolivar, Pizarro, nor the great Cortez was ever saluted with such pompous epithets. It was an apotheosis."

All along the route of the procession the sidewalks were lined with people, and windows and doorways were crowded to excess. At the junction of Church and Central Streets were two fine hickory trees—transplanted for temporary use by some of the numerous admirers of Gen. Jackson, to whom the name of "Old Hickory" had been applied. Across Central Street were two arches of evergreen and flowers, on one of which were the words, "Our Welcome Guests"; on the other, "New Orleans, January 8th, 1815." On Merrimack Street were similar arches, lettered thus:—"Honor to the Hero and Statesman" and "Proclamation: December 10th, 1832." Numerous and novel were the decorations, and bunting was displayed in great profusion; but the arches were most noticeable.—Everywhere flags and streamers were floating, and cheers hearty and prolonged were given for the President and the Yankee girls—often drowning the clangor of the bells and salvos of artillery, which lasted from the starting of the procession until after the President had reached the Merrimack House.

When the head of the escort had reached the hotel, the whole line came to a halt. The ranks opened right and left, the Presidential party drove through the lines to the hotel and alighted, as did also the Selectmen and others. Shortly afterward the distinguished strangers appeared beneath the

balcony, on the Merrimack Street side of the house. In the centre of the group stood Gen. Jackson, "the observed of all observers," who was to review the procession.

The panoramic scene which followed was a fine one, and should have inspired the hand of an artist to place it upon canvass. All accounts agree in declaring that it was not only specially creditable to Lowell, but that it gave great pleasure to the President and the members of his cabinet. A gentleman conducting a newspaper here at the time [Mr. Purdy], in answer to inquiries, wrote to me as follows:—"It was a gay old pageant!—two miles of girls, all dressed in white, with parasols over their heads, and lining each side of the street from the then Tewksbury Bridge, over Concord River, through Church to Central Street. I am not quite sure but it extended further. [It will be seen, as we advance, that about all who are quoted particularly remember the girls in the procession.] As Gen. Jackson rode through this line, hat in hand, and dividing his bows about equally upon each side of the street, there was an expression on his features hard to define—partaking partly of surprise, partly of pride, and a good deal of gratification. It was so different from any other ovation he had received on his journey, that he was to be pardoned if he considered himself, for the time being, 'a conqueror and more than conqueror.' Julius Cæsar, Napoleon, Alexander, in their best estates, never bowed to 'two miles of girls,' all dressed in white, with parasols over their heads. It is quite doubtful whether either of them could have survived it." The same writer further remarks:—"It was evident Gen. Jackson did not know what to make of appearances at Lowell. He had probably imbibed his ideas of a northern manufacturing town somewhat from the speeches of Southern statesmen, and was prepared to meet squalid wretchedness, half-concealed for the purposes of the occasion; but when told that

those fine blocks of buildings (fresher then than now) were veritable boarding-houses for the 'wretched' operatives in the factories, with the evidence of his own eyes as to the condition of those operatives, he exhibited a good deal of enthusiasm, and in various ways expressed his gratification."

When the school children, attended by their teachers, came opposite the President, they made the welkin ring with their loud cheering. Several banners appeared in this division of the procession, which had been hastily painted by Mr. Hedrick. They were adorned with a globe and books, and the words "Free Institutions," with name of the school. The children ranged in age from four years to eighteen, and the sight is represented to have been beautiful and impressive. One of the banners carried on that occasion is still preserved, in good condition. Our well-known fellow-citizen, Joshua Merrill, Esq., was then a teacher of a large school; and when the boys belonging to it came opposite the President (it is supposed according to special instructions from the master), they attached to the customary "Hurrah" which all the others had given, the addition of "for Jackson"—thus, "*Hurrah for Jackson*," which everybody noticed, and which also brought a smile to the face of the old hero. At the dinner, at a later hour, this event was remembered and spoken of. Dr. Huntington, who, I believe, was toast-master, announced that Mr. Merrill (an undoubted Jackson man) was present, and he could explain the fact. It is nowhere recorded that he made an explanation; but he is present to-night, and those curious to know why his school *hurrahed for Jackson* can probably get a satisfactory answer by putting the question to him personally.

"Novel and brilliant as was the whole procession," said the "Lowell Compend," "the part to which all eyes were of course directed was that composed of the young ladies em-

ployed in the mills. The number of New England girls in this procession was two thousand five hundred; and, marching two abreast, occupied the President half an hour in the review. They were all dressed in a style of elegance and neatness which was generally admired, and which reflected the highest credit on their judgment and taste. From their cheerful, animated and intelligent countenances—their healthy and in many instances blooming complexions, and the perfect propriety and modesty of their demeanor—the President was enabled to judge whether manufacturing employments are so injurious to health and morals as had been represented.”

Mr. Dunham, who was accidentally injured at a later hour in the afternoon, belonged to the artillery company of young men, and was one of those detailed to fire the signal and minute guns. He writes the following:—“As the procession went through Church Street we joined it, and proceeded through Central and Merrimack Streets; and it was at the Merrimack House, as Gen. Jackson stood on the platform in front, that we exercised swords with him”—[meaning, it is supposed, that his company gave and received the customary military salute.]

Jesse Clement, Esq., of Chicago, a native of Dracut, in speaking of the event, says that, with another youth, he made his way through an uplifted window and gained the platform which had been erected beside the Merrimack House for the occasion. “I stood,” he writes, “within three feet of Martin Van Buren and Levi Woodbury, while Gen. Jackson was standing in front, bowing to the factory girls and school children. It was the greatest day of my life. Standing on the same platform with those great men, I felt taller than I have ever been since. I was about nine feet in my cowhide boots. The female operatives, all dressed exactly alike, in white dresses, and, I think, blue sashes,

filed along two by two, the General bowing as each couple passed, or as often as he could, perhaps. When the last two came up, Van Buren turned to Woodbury and said—“Twenty-one hundred!” [This count by Mr. Van Buren does not agree with popular belief, and statements of Lowell papers at the time, that the number of girls in the procession was two thousand five hundred.] “Gen. Jackson,” says the same gentleman, “was then a grave, venerable-looking man, with his thin gray, almost white, locks combed directly back, exhibiting to the best advantage a high and noble brow. I was sadly disappointed in his height. He was below the average. I had read his proclamation to the Nullifiers the year before, and expected to see a man at least seven or eight feet tall.”

Luther Prescott, Esq., of Forge Village, writes me as follows:—“The Westford Rifle Company belonged to the Second Regiment, Second Brigade and Third Division of Massachusetts Militia, and was one of the best companies in the County. They were ordered by Brig. Gen. T. A. Staples, of Groton (an earnest Jackson man), then commanding, to appear at Lowell, June 25th. I think all the independent companies of his Brigade were ordered out. The Rifle Company assembled at Westford Centre on Monday afternoon, marched to Chelmsford Centre and encamped for the night, which was rainy and unpleasant. The next morning they marched to Lowell, and there remained until Thursday evening, being under orders nearly four days. Gen. Jackson had been sick, but the showy procession of Lowell mill-girls seemed to restore the old veteran to himself again. I well remember that splendid procession of girls and children, as I saw them from the Washington House, looking toward the heights of Belvidere. It was enough to exhilarate any man, old or young.”



In Mr. Gilman's account of the demonstration (in the "Casket") occurs the following concerning the appearance of the President: "The old gentleman appeared as though he was very feeble; but still his hat and head were in constant motion. He has the appearance of a very aged man—his white hair and thin, pale features bespeak a life of trial and hardship. He was, notwithstanding, very complacent and dignified; yet, while looking at him, it seemed as if a tear would start instead of a smile. It was with a peculiar melancholy that we regarded him. Such a contrast! His aged countenance, his hoary head, bowing to all around, and his feeble motion;—the throngs of eager and curious faces crowding to obtain a clear view, and the loud shouts that from time to time rent the air, seemed illy to harmonize."

After passing the President, the various organizations were dismissed. The young women—some, if not all—marched to the respective corporations where they were employed, and partook of collations, which were in readiness for them. The school children and the cavalcade soon scattered; the military companies repaired to various points in the city for dinner; and the glories of the day began to depart.

At the Merrimack House was a grand dinner, complimentary to the President; but he was too ill to go to the table. He retired to his room (then No. 20—now No. 17—fronting on Merrimack Street), and refreshments were sent to him, a young man then employed in the House—Edward Tuck, Esq., now President of the Old Lowell National Bank—being charged with the duty of caring for the distinguished stranger. At the head of the table sat Kirk Boott—a most worthy gentleman to preside on such an occasion. On his right was Martin Van Buren; on his left,



Lewis Cass. The dinner was a fine affair. The hotel was kept by Mr. Samuel A. Coburn; and it may safely be conjectured that the spread on this occasion included, as the saying has it, "the best the market afforded"; but I am not inclined to believe, what has been told me, that the landlord sent to New York and procured white silk to make sheets for the President to sleep in. The tickets to this dinner were five dollars per plate, and though that was a large sum in those days, they were in great demand after the arrival of the President in town. There were speeches, and sentiments, and music, but I have no record of anything of the kind. It was before the "Courier," the "Vox," the "Citizen," and the "Times"—before the days of particularity and minuteness in newspaper reporting—and consequently the eloquence which was developed on that day is forever lost.

The only accident during the day of which there is any account occurred about six o'clock in the afternoon. The artillerists had formed in line (after being dismissed for dinner), and marched to what was then sometimes known as "Appleton Heights"—the high land between Middlesex Street and the South Common. [One account says it was a squad detailed from each company, and that they went over beyond what was for years Mr. John Avery's house, on Appleton Street.] They had been ordered to fire minute guns. Cyrus K. Russell, of Lowell, and Phineas O. Dunham, of Canaan, N. H.—the former fifteen years old; the latter twenty—were engaged in ramming home a cartridge for the last shot. A young man named Cyrus Nichols was at the vent. A premature discharge of the piece cost young Russell his left arm and Dunham his right. Mr. Russell, a well-known trader, has most of the time since the accident resided in Lowell; but Mr. Dunham returned to Canaan, where he now resides. He had been

married to a lady in this city two or three weeks previous to the accident.

Late in the afternoon the President visited the Merrimack Corporation, and went through No. 2 mill, where all the machinery had been put in operation, and the girls belonging there, in their holiday attire, took charge of the work and exhibited the process of cotton manufacturing. The work greatly interested the President. It was also arranged to have one of the force-pumps in operation, so, when the President left the mill and passed out of the yard, he walked beneath a bright arch of water, which rose up as high as the front of the mill and fell into the canal in the centre of the yard. The President also visited the Print Works, and the process of printing calicos was exemplified. In everything he exhibited much interest, and seemed greatly pleased.

A number of anecdotes of more or less interest are related, as connected with Gen. Jackson's visit, in which our citizens figured. A well-known citizen [Mr. Hugh McEvoy], who was at the time living in Boston, received an urgent call to come to Lowell, to take charge of the making of a uniform for one of the military companies, Messrs. Charles Saunderson and George W. Whipple employing him. The company was the Lowell Light Infantry; forty uniforms were made; Mr. McEvoy saw "the show," and went back to Boston seventy-five dollars richer than when he came. He had been here previously and returned to reside permanently afterward.

To show how the President was looked upon by people of the two great political parties, two incidents may properly be cited: A gentleman now residing in Lowell—a prominent teacher—was attending school in a town between Lowell and Boston, at the time Gen. Jackson was in this region. He was a strong anti-Jackson man, and declined

to go a distance of five or six miles to see him—a privilege which we doubt not he afterward regretted he had not improved. A gentleman [Mr. Hiram W. Savory] now living in Manchester, N. H. (which was not then even projected), but at the time residing in Lowell, was offered three dollars by an acquaintance [Mr. Richard Cole] to work for him on the day of the demonstration in Lowell. But no: although the sum was about equal to six dollars now, he promptly declined the offer, being determined to have a good look at “Old Hickory.” They were watchmen on the Merrimack Corporation. A well-known merchant tailor of Lowell, [Mr. Henry J. Baxter, a dyed-in-the-wool Whig], was disgusted to think people were making such a display, and kept about his work, not even going to the door when the procession passed his place of business on Central Street.

While the procession halted a moment at one point, an old gentleman approached the President’s carriage, but was pushed back by an official. “My good sir,” said he, “I fought at the battle of Bunker Hill; and I have come thirty miles to see Gen. Jackson, and I must shake hands with him before I go home,” and that he was permitted to do, apparently to the gratification of the President, as well as to himself.

As the President and his party were leaving the hotel to visit the Merrimack Mills, a lady and gentleman at the time well known and still distinctly remembered in Lowell confronted him at the door. The lady advanced to the President and said—“Gen. Jackson, may I kiss you?” The President, as if a little surprised at the suddenness of the question, after a slight hesitation, said—“Well, really, Madam, I don’t like to refuse a lady.” And this being regarded as an affirmative answer, the salute was given, and the hero of 1815—and of the hour—passed on. One of my correspondents gives another instance, where a well-known *gentleman* also sought an “interview” of this kind,

and kissed the General on the cheek, with a smack like one of Packingham's guns; and the old hero looked as though he thought this was carrying the joke a little too far. It was not the custom in 1833 to analyze kisses, and give them names, as they have been doing in Brooklyn, N. Y., therefore I am unable to state the character of those given the President on his visit to Lowell.

While the President was at the Merrimack House, a box came to him by express from Boston. Having no idea that it contained anything harmful, the young man already once mentioned, took it to Gen. Jackson's room, and there, at his request, opened it. It contained a suit of ready-made clothing—the nicest and best that could be made—from Milton & Slocum, the only dealers in ready-made clothing in that city at the time. It was selected with the purpose of being a perfect fit for the old hero. In each pocket of each garment was a copper coin, the size of a cent, bearing the business card of the firm, which was adopted as an advertisement. This kind of currency was afterwards prohibited by legal enactment. What disposition the General made of his new clothing “deponent saith not.”

Jack Downing (or “Maj. Jack Downing”) it may be remembered by some was the assumed name of Seba Smith, an editor of the Whig persuasion, afterward somewhat widely known in literary circles. He assumed to be a member of Gen. Jackson's “kitchen cabinet” and an intimate adviser of the old warrior. From his letters it was inferred he travelled with the President. It was published that a Lowell paper containing one of the Downing letters, which predicted the parade of the Lowell girls, was put into the General's hands, who, on reading it, with a smile remarked —“I believe the Major was right; there appeared to be at least five thousand of 'em.” The Major represented the President as having on one occasion become exhausted with hand-shaking, whereupon he stepped forward and shook

hands with the multitude for him! He said he volunteered to do some *bowing* to the Lowell girls; but the General pushed him aside and said—"None of that, Major; in the matter of shaking hands you do very well, but when it comes to saluting the girls, I can manage that without your help." After the President's visit to Cambridge, Maj. Downing called him *Doctor*; and having (in his letters) taken the Presidential party to Downingville, in the State of Maine, he wrote as follows: "The President was amazingly tickled with the Yankees, and made a speech to them. Just as he was finishing said I—'You must give 'em a little Latin, Doctor,' whereupon he off hat ag'in and finished as follers: '*E pluribus unum*, my friends, *sine qua non!*' to the great delight of all Downingville." There were letters assuming to be written for a Lowell paper by Maj. Downing, concerning the President's visit; but however interesting they may have once been, there seems to be nothing in them worthy of quoting at this time.

This visit was considered worthy of mention to Charles Dickens, the famous novelist, on his coming to Lowell, February 4th, 1842; and in his "Notes for American Circulation," he referred to it, though he certainly seems not to have had a very clear idea of the facts. He wrote thus:—"It is said that on the occasion of a visit from Gen. Jackson or Gen. Harrison (I forgot which, but it is not to the purpose), he walked through three miles and a half of these young ladies, all dressed out with parasols and silk stockings. But 'as I am not aware that any worse consequences ensued than a sudden looking-up of all parasols and silk stockings in the market, and perhaps of the bankruptcy of some speculative New Englander who bought them all up at any price, in expectation of a demand that never came, I set no great store by the circumstance."

One other incident of the reception at the Merrimack House is furnished by a correspondent. Among those who

pushed forward through the crowd was the late Mr. James V. Atkinson, of Lowell, with a suspicious-looking junk-bottle in his hand. The bottle contained *pure rain water*, which he had sealed up on the 4th of June, 1828. Mr. Atkinson desired to treat the President on this *old* cold water; and the veteran soldier took a draught of it, as requested, with apparent complacency; though it was evident to some present that a pull at something else would have been more welcome and more palatable.

Gen. Jackson retired to his room at six o'clock, P. M., leaving Mr. Van Buren to do the honors. It is represented that to quite a number the night was an exceedingly merry one; but I have nothing to do, at the present moment, with any save the President and his party. At a seasonable hour the next morning the Chief Magistrate was up and ready for breakfast, previous to beginning the journey to Concord. At the hour appointed he took his seat in the barouche at the door and waited for his companion, who seemed unreasonably delayed; and then the spirit of military promptness for which he was noted broke forth. "Where is Van Buren?" he inquired, sharply. Some one replied that he had not yet come from his breakfast. "Well, I sha'n't wait for him. Drive on!" and the horses were started and had proceeded several roads when Van Buren made his appearance, ran to the carriage, took his seat beside the General, and the two were whirled away, the others of the party soon following.

The course of the Presidential party, toward Nashua, was that generally travelled—on the south side of the Merrimack River. While passing through Tyngsboro', a boy came out upon an eminence which commanded a fine view of the President and his companions. He had in his hand a fowling-piece, having that morning been out hunting, without a thought, however, of the possibility of coming upon the *lions* which he suddenly confronted. When the President's

barouche came opposite, the lad snatched off his cap, swung it in the air, and gave three as vigorous "*Hurrahs*" as his small voice would permit, at the same time discharging his gun. Observing the act of the boy, the President removed his hat and bowed with as much formality as he would have done had there been a regiment before him! The boy who was favored with this consideration was the Hon. William A. Richardson, a native of the town—late Secretary of the Treasury of the United States.

A Lowell lady happening in Salt Lake City, Utah Territory (June, 1875), was fortunate in obtaining an interview with "President" Brigham Young. On being formally presented to the much-married Mr. Young, he asked—"Where are you from, Madam?" "Lowell, Massachusetts, sir," she replied. "Ah, Lowell!—indeed! It was there—forty odd years ago—the girls of the mills, dressed in white, appeared in procession to welcome Gen. Jackson to town! It was a novel and beautiful sight." Considering the fact that the great Mormon leader has exhibited a remarkable fondness for women, it is not to be wondered at that *he* remembered the striking feature of the occasion.\*

The journey of the President's party to Concord, N. H., was accomplished without accident or incident worthy of mention. At the villages through which he passed there were throngs of people to welcome and salute him. Arriv-

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\* The lady understood Mr. Young to say that he was in Lowell at the time of Gen. Jackson's reception; but in answer to an inquiry to confirm that idea, he writes as follows:

"I was not in Lowell at the time of Gen. Jackson's visit, in 1833; indeed, so far as I have any knowledge, I never had the privilege of seeing that distinguished statesman. I believe it was in the year 1835 that I visited Lowell, when I held meetings and preached to the people the doctrines believed by the Church of Jesus Christ of Latter-day Saints.

"Yours, very respectfully,

"BRIGHAM YOUNG."

It is only the more remarkable that the presence of a Lowell lady should have called to the mind of Mr. Young the event, which he did not witness, but concerning which he had only heard or read.



ing at Concord, he was received by the State authorities and citizens in a manner (says a newspaper of that town) "both grand and imposing, and alike honorable to all concerned." He remained there until Monday, July 1st, when he began his return journey to Washington. His party, almost unannounced, arrived in Lowell about two o'clock in the afternoon of that day. After dinner at the American House the President left, proposing to go, before the close of the day, as far as Roxbury. While here his private secretary addressed to Mr. Boott the following note, which sufficiently explains itself:—

"LOWELL, July 1st, 1833.

"DEAR SIR: The President requests that you will accept the enclosed fifty dollars, and apply them to the relief of the two unfortunate young men who sustained an injury, by the discharge of a gun, during his visit to this place.

"I am, very respectfully, yr. obt. servt.,

A. J. DONELSON.\*"

It was announced, apparently with an air of surprise, that the President returned from New England to Washington—a distance then said to be four hundred and seventy-five miles—in three days. At the present time, one may leave his home in Lowell in the morning, sleep half the night at least, and breakfast in Washington the next morning. When in 1817, James Monroe, the fifth President, visited New England and the West—going as far East as Portland, Maine, and West as far as Detroit, Michigan, "to inspect the frontier defences"—he was absent from Washington more than four months. (He was in Boston early in July, and in Concord, N. H., on the 18th of the same month—1817.) The same journey can be made now easily in eight or ten days.

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\* Major Donelson's name is erroneously spelled "Donaldson" on an early page of this sketch.



The twelfth anniversary of the occasion I have attempted to describe had not arrived when there was another procession, though not in Lowell—this time to honor the dead ; not the living. On Sunday morning, June 8th, 1845, only that which was mortal of Andrew Jackson remained to the tender care of loving friends and countrymen. He died at the age of seventy-eight years. The last procession was in all things the reverse of that in Lowell ; but both were in honor of one whose name will never disappear from the annals of our country.

#### LAFAYETTE IN NEW ENGLAND.

NINE years previous to the visit of President Jackson, Gen. Lafayette, whose name should never be forgotten by the American people, passed within a few miles of the manufacturing village which afterwards became Lowell. He was in America from August 15th, 1824, to September 7th, 1825, for the purpose of witnessing the progress our country had made in the years between the close of the struggle with England, in which he had rendered such inestimable service, and the time of his visit. Although when he was in Massachusetts the town of Lowell had not been incorporated, East Chelmsford, as it was then called, had a population of about fifteen hundred. The Merrimack and Hamilton Corporations were in operation ; the Lowell Machine Shop had begun work with a large number of men ; and although throughout the country business was dull, there was considerable activity at this point. Quite a number of the deceased members of the Old Residents' Association, as well as several who at present belong to it, were then living here. How it happened that Lafayette, in journeying to Concord, N. H., went by way of Andover and Methuen cannot now be explained. The following, however, respecting his journey may not be uninteresting.

Gen. Lafayette left Boston about nine o'clock, A. M., Monday, June 20th, 1825, for Concord. He passed through Charlestown and Medford. In Reading he was greeted by a large number of citizens; and at the hotel [Skinner's] where he paused, the landlord refused any compensation for the refreshments of which the General and his attendants had partaken. Men, women and children were arranged in regular order, at Barnard's hotel, and cheered him as he approached. He stopped to hear their good wishes and shook most of them by the hand. At Andover line he was met by a company of cavalry and escorted to the vicinity of the Institution, where he was met by citizens of the town and addressed in their behalf by Mr. Kneeland, an aged man. To this address Lafayette made an appropriate response. Here several infantry companies joined the cavalry and escorted him to Taylor's Hotel, where he was welcomed by the faculty of the Institution. On resuming his journey, he was escorted by the military as far as Andover Village, where the infantry left him, but the cavalry kept on to the State line, in Methuen. "In his progress through Andover," says an account of the affair, "the windows were very generally filled with well-dressed females." At Methuen a considerable number of people were assembled, most of whom were introduced to him. "Here he met one of his light infantry," says a Boston paper, "and he also met on his route several other revolutionary soldiers." He bade Massachusetts adieu about three o'clock, and proceeded on his route to Concord. At the New Hampshire line he was received by Cols. Francis Matson, David Steele, Amos A. Parker and James F. Dana, of Gov. David L. Morrill's staff. With this escort he proceeded to Concord, where he was received with distinguished honors. He next went east, probably as far as Portland, Maine (for he was invited to that city); but returning to Concord, on the 27th of June he quit that town for Windsor, Vermont, and did not again return to Massachusetts.

No. XIV. *The Mayors of the City of Lowell.*

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THE following biographical sketches appeared in *Vox Populi*, in successive numbers, from December 26th, 1874, to March 13th, 1875, with the exception of the last. Some slight changes, however, have been made in a part of them since they first appeared in print, for the purpose of making them more complete; and it is believed they are now as nearly authentic as it is possible to make them in the limited space contemplated for each one when they were projected. They have been deemed worthy of preservation in this form, the gentlemen who have filled the office of Mayor of Lowell the past forty years having become distinctly identified with the history of our city. The sketches appear here in the order in which the subjects of them have officiated as Mayor. In connection with these sketches are also given the names of members composing the City Council from year to year since its organization.

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ELISHA BARTLETT.

**1836.** MUNICIPAL GOVERNMENT. *Mayor*—Elisha Bartlett. *Aldermen*—William Austin, Joseph Tapley, Seth Ames, Aaron Mansur, Benjamin Walker, Oliver M. Whipple, Alexander Wright. *City Clerk*—Samuel A. Coburn. *Common Council*—John Clark, Henry J. Baxter, Jonathan Bowers, George Brownell, James Cook, David Dana, Erastus Douglass,

Josiah B. French, Cyril French, Samuel Garland, Horatio W. Hastings, Horace Howard, Stephen Mansur, John Mixer, Thomas Nesmith, David Nourse, Thomas Ordway, James Russell, John A. Savels, Sidney Spalding, Weld Spalding, Jonathan Tyler, Tappan Wentworth, William Wyman. *Clerk*—George Woodward, died. Albert Locke, elected.

**1837.** MUNICIPAL GOVERNMENT. *Mayor*—Elisha Bartlett. *Aldermen*—Seth Ames, John Aiken, Seth Chellis, Joseph G. Kittredge, Joshua Swan, Alexander Wright. *City Clerk*—Samuel A. Coburn. *Common Council*—1, Joshua Abbott, James K. Fellows, Jesse Phelps, Walter Wright; 2, William Fiske, Thomas Nesmith, Josiah Osgood, Joseph Tyler; 3, Joseph M. Dodge, Elisha Huntington, William North, Joseph Tapley; 4, William Baker, Elijah M. Read, Charles H. Wilder, William W. Wyman; 5, George Brownell, Osgood Dane, James Russell, Tappan Wentworth; 6, Andrew Bird, Benjamin H. Gage, Jonathan T. P. Hunt, Abram Tilton. *Clerk*—Albert Locke.

Dr. Elisha Bartlett, who was elected to the position of Mayor of Lowell in 1836, on the organization of a municipal government, was born in Smithfield, R. I., in 1804, of Quaker parents. After receiving his medical degree at Brown University, and spending a year in Paris, to prepare himself for his profession, he returned to his native country. Soon afterward, or in 1827, he came to Lowell and established himself in the practice of his profession.

Dr. Bartlett had the advantage of a handsome person and accomplished manners. Genial, open-hearted and above concealments, he soon won the regard and confidence of all classes. Very early in his career he distinguished himself as a public speaker. His oratorical powers, indeed, were of a high order; his style easy, chaste and fluent.

In 1836 the city charter was granted, and the first municipal election was held in the spring of that year. The political parties in Lowell were very nearly equally divided. Those who were participators in the exciting scenes of those days well remember the intense interest that was felt in the result. Both parties were alive to the importance of putting forward their strongest men. Among the Whigs all eyes were turned to Dr. Bartlett, as the man for the crisis. He

was nominated for the mayoralty, and elected over Eliphalet Case, the champion of the Democratic party, and re-elected in 1837. He was pressed to be a candidate the third year, but declined, even after the nomination had been unanimously tendered. Previous to this (in 1830) he had been a member of the School Committee. In 1840 he was elected to the Legislature as representative; but in that body he did not take an active, leading part in the debates.

He now took leave of public life, which was never very congenial to his taste, and devoted himself to literary labors. He was a professor in various medical schools—North, South and West—and finally in that of the old College of Physicians and Surgeons in the city of New York. He was distinguished, also, as the author of several medical works. But his reading and his studies were by no means confined to professional subjects. He was an excellent *belles lettres* scholar, with the poetic element so predominant and so blended with the high qualities of his mind and heart, that it mingled with and adorned all his productions.

After several years of invalid life in his native town, Smithfield, R. I., Dr. Bartlett died in 1855. Much more space, we are aware, might well be employed in a suitable notice of this really eminent man.

## LUTHER LAWRENCE.

**1838.** MUNICIPAL GOVERNMENT. *Mayor*—Luther Lawrence. *Aldermen*—Benjamin F. French, Charles L. Tilden, Oliver M. Whipple, George H. Carleton, George Brownell, Seth Chellis. *City Clerk*—Thomas Ordway. *Common Council*—1, Jesse Phelps, Walter Wright, Eliphalet Brown, Perez Fuller; 2, William Fiske, Aaron H. Sherman, William Upham, Henry J. Baxter; 3, Thomas Hopkinson, Elisha Huntington, Horace Howard, John Mixer; 4, David Dana, Perley Hale, Benjamin Walker, William Baker; 5, Garret J. Bradt, Benjamin Wilde, Erastus Douglass, Rufus Paul; 6, Eli Cooper, Thomas L. Randlett, James L. Foot, Calvin Goodspeed. *Clerk*—Albert Locke.

**1839. MUNICIPAL GOVERNMENT.** *Mayors*—Luther Lawrence, Elisha Huntington.\* *Aldermen*—Benjamin F. French, John O. Green, Charles L. Tilden, George H. Carleton, John Clark, Oliver M. Whipple. *City Clerk*—Thomas Ordway. *Common Council*—1, Walter Wright, Harlan Pillsbury, Eliphalet Brown, Forrest Eaton; 2, Jonathan Tyler, John Nesmith, Henry J. Baxter, Jefferson Bancroft; 3, Thomas Hopkinson, Jacob Robbins, John G. Locke; 4, Benjamin Walker, Samuel Horn, Stephen Carleton, Stephen Mansur; 5, Tappan Wentworth, Lewis McIntire, Benjamin Wilde, Garret J. Bradt; 6, Thomas L. Randlett, Joseph S. Holt, John L. Fitts, Daniel Knapp. *Clerk*—Albert Locke.

Dr. Bartlett having served two years, and declining to be again a candidate, in 1838 four gentlemen were frequently named by the Whigs as proper persons for candidates to succeed him; but by a caucus vote Luther Lawrence received the nomination by a small majority. The people endorsed the selection at the polls by giving him two hundred and fifty majority.

Mr. Lawrence was a native of Groton, in this State, where he was born September 28th, 1778. He was a son of Samuel Lawrence, a soldier of the Revolution, and his brothers were Abbott, Amos, William and Samuel, the most of whose names are familiar to the people of Massachusetts, particularly so to the residents of Lowell. The subject of this sketch graduated at Harvard College in 1801, and read law with Hon. Timothy Bigelow, of Boston, whose sister he afterward married. He was several times a member of the Massachusetts Legislature, and in 1822 was Speaker of the House. He came to Lowell about 1831, to look after the interests of his brother and himself.

The high expectations of the public were fully realized in his administration, as Mayor, of the affairs of the city the first year; and in 1839 he was re-elected by an increased vote, the opposition, which was small, dividing itself by using the names of several gentlemen as candidates. Mr.

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\* On the death of Mr. Lawrence, Dr. Huntington, who was in the Common Council, was chosen his successor.

Lawrence entered upon his second term as Mayor, April 1st, 1839, but his career was suddenly and awfully terminated; for on the 16th of the same month, while walking through one of the buildings forming a part of the Middlesex Mills (with which he was connected), from some cause his attention was diverted from the direction he was pursuing, and without turning his eyes toward the danger confronting him, he walked forward, and suddenly fell, or dropped, through an opening into the wheelpit, a distance of seventeen feet below. His head struck against a cast-iron wheel, by which his skull was fractured, and death ensued in a few moments.

The news of this appalling accident, as it spread rapidly throughout the city, carried sadness to every heart. The same evening an extra session of the City Council was held, at which appropriate remarks were made, and a series of resolutions, befitting the melancholy occasion, were adopted.

The family of Mr. Lawrence declined a public funeral, and a day or two later his remains were conveyed to his native town, Groton, and deposited in the cemetery beside those of his relatives who had gone before. We cannot better close this brief sketch of the life of Mr. Lawrence than by giving the following quotation from a newspaper of that day:

“His bright example as a man, a magistrate and a Christian will, it is believed, long exert a salutary influence upon the community. How he was loved by those who knew him best, may be inferred from the following incident: On the arrival of the mournful train on Groton Common, it was met by a large concourse of the people of that beautiful village, of all ages and sexes, who thence escorted the remains to their final resting place in silence and in tears.”

## ELISHA HUNTINGTON.

**1840.** MUNICIPAL GOVERNMENT. *Mayor*—Elisha Huntington. *Aldermen*—Jonathan Tyler, John R. Adams, Joseph Bedlow, Harlan Pillsbury, Seth Ames, Stephen Mansur. *City Clerk*—Thomas Ordway. *Common Council*—1, Forrest Eaton, Sylvanus Adams, Henry Patch, R. M. Hutchinson; 2, Jefferson Baneroft, John Nesmith, Joseph G. Kittredge, Josiah Osgood; 3, Pelham W. Warren, Abner W. Buttrick, Asa Hall, Samuel Burbank; 4, Ferdinand Rodliff, Ethan Burnap, Edward F. Watson, Benjamin Walker; 5, Tappan Wentworth, Samuel W. Brown, John J. Crane, George Dane; 6, Daniel Knapp, George L. Fitts, Joseph Battles, Joshua Converse. *Clerk*—John G. Locke.

**1841.** MUNICIPAL GOVERNMENT. *Mayor*—Elisha Huntington. *Aldermen*—Seth Chellis, Jefferson Baneroft, Cyril French, George H. Carleton, John R. Adams, John Aiken. *City Clerk*—Thomas Ordway. *Common Council*—1, Henry Patch, George Bragdon, John W. Holland, Arnold Welch; 2, William Fiske, Erasmus D. Leavitt, Jonathan White, Nathaniel Wilson; 3, Samuel Burbank, Nathaniel Critchett, Royal Southwick, Edward Winslow; 4, Ethan Burnap, William Livingston, John Morrison, Edward F. Watson; 5, Tappan Wentworth, Samuel W. Brown, John J. Crane, Phineas Whiting; 6, Francis H. Bowers, Isaac Cooper, William Potter, John Smith. *Clerk*—John G. Locke.

The successor of Luther Lawrence, and the third person to fill the chair of the Mayor of Lowell, was Dr. Elisha Huntington. He was born in Topsfield, Essex County, April 9th, 1796. His father was Rev. Asabel Huntington. He graduated at Dartmouth College, in the class of 1815, having entered four years previous, at the early age of fifteen. He took the degree of M. D. in 1823, at the medical school connected with Yale College; and the following year came to this place, then known as East Chelmsford. At that time he was unmarried; but in the "Chelmsford Courier" of June 3rd, 1825 (a copy of which is still carefully preserved), we find the following record, in the appropriate department: "In Marblehead, at St. Michael's Church, Elisha Huntington, M. D., of this town, to Miss Hannah Hinckley, daughter of Capt. Joseph Hinckley, of the former place."



Upon the organization of the town government of Lowell, Dr. Huntington was chosen a member of the School Committee, and he was afterward, by election and by virtue of the office of Mayor, fifteen times—in all sixteen—a member of that Board. In 1833 and '34 he was one of the Selectmen of Lowell. Dr. Huntington was not a member of the first City Government; but in 1837, '38 and '39 he was a member of the Common Council, and was president of that body when elected Mayor, to fill the unexpired term of Mr. Lawrence, so suddenly and tragically removed by the hand of death. He was re-elected Mayor in 1840, '41, '44, '45, '52, '56 and '58—making eight years in all he filled the same office—when he positively declined to again allow his name to be used in connection with it. It came to be regarded as a Whig custom, that whenever there was likely to be a sharp contest, or when a man whom the leaders disliked was nominated, to bring forward Dr. Huntington; he was only once or twice beaten, we believe. No one allowed his name to be used in opposition to Dr. Huntington with the expectation that he would win. In 1847, '53 and '54 he served as Alderman.

In 1852 Dr. Huntington was elected Lieutenant-Governor, on the ticket with Gov. Clifford. The nomination was tendered him the following year, but was declined; and afterward he held no prominent position, if we except a place on the Board of Overseers of Harvard College. For one term he was an Inspector of the State Almshouse at Tewksbury.

Dr. Huntington was in religious belief an Episcopalian, and for many years a vestryman of St. Anne's Church; afterward he was one of the wardens of S. John's. He was a warm and valuable friend of the Middlesex Mechanics' Association; and his portrait now graces the walls of the Government Room. During all his life in Lowell he was

identified with leading moral and reformatory enterprises. He was a studious, industrious man, and possessed the great advantage of being able to put a good education to practical uses. It has been well said of him, that "he thought much, and his thoughts grew into living, real things. Everything that promised to advance the prosperity, the population, the morality and education of our city, received his ardent support and co-operation."

Dr. Huntington had been in ill health for a year or two before his death; but he was not many weeks confined to the house. The immediate cause of his death was apoplexy, and he died on the 13th of December, 1865. The City Government, the School Committee, the Middlesex North Medical Society, Lowell Institution for Savings, and, we think, S. John's Church and the Middlesex Mechanics' Association, each noticed the event by passing appropriate resolutions. His remains were conveyed to Mount Auburn for interment. The name of Dr. Huntington will long linger in the minds of the people of Lowell.

## NATHANIEL WRIGHT.

**1842.** MUNICIPAL GOVERNMENT. *Mayor*—Nathaniel Wright. *Aldermen*—Nathaniel Thurston, Jefferson Baneroff, Cyril French, William Livingston, Ithamar A. Beard, John W. Graves. *City Clerk*—Thomas Ordway. *Common Council*—1, Jeremiah P. Jewett, John Hadley, James Townsend, Edward J. Payne; 2, John Nesmith, Erasmus D. Leavitt, Joseph W. Mansur, James Hopkins; 3, Nathaniel Critchett, Ira Spaulding, John Mead, Asa W. Willoughby; 4, John Morrison, William Carlton, Oliver March, Josiah B. French; 5, James Patterson, Isaac Appleton, Josiah Seavey, Roswell Douglass; 6, James Russell, Jonathan Kendall, Varnum A. Shed, Isaac N. Fitts. *Clerk*—John G. Locke.

**1843.** MUNICIPAL GOVERNMENT. *Mayor*—Nathaniel Wright. *Aldermen*—Harlan Pillsbury, Henry C. Johnson, Cyril French, S. Spalding, Joseph Griffin, Charles L. Tilden. *City Clerk*—Thomas Ordway. *Common Council*—1, Daniel Bixby, Edward J. Payne, Hugh Cumiskey, Walter

Wright; 2, Henry J. Baxter, John P. Simonds, Pliny Lawton, Ben Osgood; 3, John Mead, Willard Brown, Ira Spalding, Benjamin J. Gerrish; 4, Otis Allen, Alfred Gilman, Oliver March, William Carlton; 5, James Patterson, David Bradt, John L. Tripp, Benjamin F. Holden; 6, John B. McAlvin, Cyrus Battles, Sewall G. Mack, Charles F. Mitchell. *Clerk*—John G. Locke.

The fourth Mayor of Lowell was Nathaniel Wright, who was born in Sterling, Worcester County, February 13th, 1785. He was a graduate of Harvard College, of the class of 1808, and came to what afterward became Lowell shortly after, and entered the law office of Asahel Stearns—a Representative in Congress from this State in 1815-'17, and afterward Professor of Law in Harvard College. Mr. Stearns lived in the house which Mr. Wright afterward owned and occupied, now the home of Mr. Thomas G. Gerrish, corner of Pawtucket and School Streets, but his office was across the river, in Dracut—that portion lately made a part of our city. On Mr. Stearns' going to Cambridge, Mr. Wright succeeded him in business, and also as tenant of the house he vacated. He soon had a good practice for those times, and took a leading part in public affairs.

Mr. Wright, as is generally acknowledged, was a counsellor rather than an advocate—a man of deeds rather than words, as was clearly indicated at the time of his inauguration as Mayor. On that occasion he refrained from making a formal address to the two boards in convention, as others had done before and as has been practised since. He simply remarked that the state of affairs in the city was as well known to the members of the City Council as to himself, and each one was supposed to know his own duty under the circumstances. Mr. Wright's opinion in business matters was sought by many who were in doubt how to act, and rarely did it occur that his advice was not sound and of value. He was often consulted by the founders of Lowell, in relation to the purchase of land and in the matter of improvement.

The subject of this sketch took an active part in the incorporation of the town of Lowell. When the first town meeting was held, Mr. Wright was chosen chairman of the Board of Selectmen, and for four successive years he was re-elected to the same place. He was likewise the first man elected to represent Lowell in the Legislature, in 1826. He was afterward three times elected to the same position, and in 1834 he was chosen to the Senate. In both branches he gave his careful attention to business, but outside of the committees on which he served he attempted to discuss none of the measures that came up for consideration.

In 1842 Mr. Wright was chosen Mayor, on a "citizens' ticket." His administration was not a marked or important one; he made friends and enemies, as must every one filling the office. The following year he was re-elected, the Whigs taking him up; those who elected him the first time opposing him for a second term.

The admirable financial and business qualifications of Mr. Wright were acknowledged by all parties. This fact readily suggested his name for the presidency of the Lowell Bank—the pioneer of all the banking institutions of Lowell—and on its organization, June 2nd, 1828, he was chosen president. In that position he remained for more than thirty years, but resigned October 2nd, 1858.

Mr. Wright died at his home in this city, November 5th, 1858, of heart disease, at the age of 73 years, 8 months and 22 days. His death was felt to be a loss to the community, and was generally and sincerely regretted. The members of the Lowell bar, as well as the directors of the Bank with which he was so long connected, becomingly noticed his demise by passing resolutions in which were acknowledged his sterling qualities, unobtrusiveness of manner, soundness of judgment, uprightness and integrity.

**1844.** MUNICIPAL GOVERNMENT. *Mayor*—Elisha Huntington. *Aldermen*—Henry Smith, Selwin Bancroft, O. M. Whipple, Edward F. Watson, Joseph Griffin, John Wright. *City Clerk*—Thomas Ordway. *Common Council*—1, Forrest Eaton, Gilman N. Nichols, Hugh Cumiskey, David Healey; 2, John P. Simonds, Ben Osgood, Amos Merriam, John Clark; 3, Charles B. Coburn, George Choate, Isaac Scripture, William C. Gray; 4, Asa Wetherbee, Abner W. Buttrick, H. G. F. Corliss, Charles H. Wilder; 5, John L. Tripp, David Bradt, John Wright, Nathaniel Wright, Jr.; 6, Sewall G. Mack, James Russell, Jonathan Kendall, Gilman Gale. *Clerk*—John G. Locke.

**1845.** MUNICIPAL GOVERNMENT. *Mayor*—Elisha Huntington. *Aldermen*—Henry Smith, Selwin Bancroft, O. M. Whipple, Edward F. Watson, John C. Dalton, Daniel Knapp. *City Clerk*—Thomas Ordway. *Common Council*—1, Gilman N. Nichols, D. P. Brigham, Jonathan Adams, Willard C. Welch; 2, John P. Simonds, Daniel Balch, William Brown, Daniel S. Richardson; 3, Isaac Scripture, William C. Gray, George Choate, Hapgood Wright; 4, Abner W. Buttrick, Asa Wetherbee, Charles H. Wilder, Josiah Sawtell; 5, Nathaniel Wright, Jr., Amos Hyde, Edward Sherman, James Fenno; 6, Gilman Gale, John B. McAlvin, Samuel Fay, Jr., Lorenzo P. Wright. *Clerk*—John G. Locke.

## JEFFERSON BANCROFT.

**1846.** MUNICIPAL GOVERNMENT. *Mayor*—Jefferson Bancroft. *Aldermen*—Henry Smith, Selwin Bancroft, William C. Gray, Joseph Butterfield, John C. Dalton, Daniel Knapp, Isaac Cooper. *City Clerk*—Thomas Ordway. *Common Council*—1, Gilman N. Nichols, D. P. Brigham, Willard C. Welch, Thomas S. Hutchinson; 2, Daniel Balch, William Brown, Daniel S. Richardson, Zadock Rogers; 3, Hapgood Wright, Isaac Farrington, Joel Powers, Franklin Mead; 4, Josiah Sawtell, Solon Stevens, David J. Moody, William Fletcher; 5, Amos Hyde, H. G. F. Corliss, Jonathan Bowers, Charles M. Short; 6, Lorenzo P. Wright, John L. Fitts, Lewis Packard, C. J. Hubbard. *Clerk*—John G. Locke.

**1847.** MUNICIPAL GOVERNMENT. *Mayor*—Jefferson Bancroft. *Aldermen*—George Bragdon, Joseph Butterfield, Linus Child, James Fenno, Elisha Huntington, Sewall G. Mack, Stephen Mansur, Josiah Sawtell. *City Clerk*—Thomas Ordway. *Common Council*—1, William Conibe, James C. Crombie, David S. Bachelder, Jesse Huse; 2, Samuel W. Brown, Hannibal Powers, William Newman, Otis L. Allen; 3, Joel Powers, Franklin Mead, Isaac Farrington, Samuel G. Davis; 4, Joel Adams, Horatio Fletcher, Solon Stevens, Stephen A. Coburn; 5, Ignatius Tyler, Edward C. Johnson, Elihu Gates, Charles M. Short; 6, Thomas Wentworth, Isaac N. Parker, John R. Southwick, Isaiah Morse. *Clerk*—John G. Locke.

**1848.** MUNICIPAL GOVERNMENT. *Mayor*—Jefferson Bancroft. *Aldermen*—David Dana, Erastus Douglass, Jacob Graves, William Newman, Gilman N. Nichols, Daniel S. Richardson, Josiah Sawtell, O. M. Whipple. *City Clerk*—Thomas Ordway. *Common Council*—1, William Conihe, James C. Crombie, Jesse Huse, Gerry Wilson; 2, Otis L. Allen, William H. Flag, John Nesmith, Hannibal Powers; 3, Alfred Gilman, Thomas Hopkinson, Ransom Reed, Nathaniel Critchett; 4, John Avery, Otis Allen, Abiel Rolfe, Horace Howard; 5, Ignatius Tyler, Elihu Gates, Edward C. Johnson, Charles M. Short; 6, Thomas Wentworth, Isaac N. Parker, J. M. Currier, Horace Parmenter. *Clerk*—John G. Locke.

Col. Jefferson Bancroft is a native of Warwick, in this State, where he was born April 30th, 1803. At the early age of eleven years he left his home to "earn his own living." He went to Athol, and was for a time employed by a farmer; and here a district school, in winter, was about the first and only opportunity he ever had to acquire an education. From the farm he went as an apprentice to a blacksmith in the same town. He for a time worked as a mechanic in Medway, and from that place came to Lowell, arriving August 27th, 1824. He at once secured a situation with Mr. Thomas Hurd, the proprietor of the satinnet manufactory then standing on what is now a part of the site of the Middlesex Mills. In later years, after the Appleton Mills had been erected, he was employed there as an overseer. In 1831 he was appointed deputy by Sheriff Benjamin F. Varnum, and held the position the twenty consecutive years following. In 1833 he was also collector of taxes for Lowell. From 1844 to '46 he held the position of Chief Engineer of the Lowell Fire Department. He was a member of the Common Council in 1839 and '40, and of the Board of Aldermen in 1841 and '42. When the Fifth Regiment (now the Sixth) was formed, Col. Bancroft was appointed Adjutant, and served in that capacity until chosen Colonel. Although he has never been connected with the martial organizations of this city, his military title was not conferred as a compliment, but for services rendered.

Col. Bancroft was first elected Mayor in March, 1846, after a lively contest, his competitor being Joshua Swan. This was the last city election in March, the time of choosing the City Government being that year changed to December. At the next election (in December) he was chosen Mayor with but little opposition, so popular had been his administration. In 1847 he was elected to the same office, being the first to fill that office a third consecutive term. Since then he has not appeared in the City Government.

The subject of this sketch has four times been a representative in the legislature—twice before and twice since he was Mayor, viz: in 1840 and '41, and 1850 and '51. He was twice appointed a member of the valuation committee—not from his own choice or from intercession of friends, but because of well-known qualifications for that important place. From 1853 to '55 Col. Bancroft was Warden of the State Prison, but was removed by Gov. Gardner, to make room for Mr. D. S. Jones, a personal and political friend of the chief magistrate. In 1860 he was by Sheriff Charles Kimball re-appointed deputy sheriff, and has held the position to the present time. He is probably the oldest deputy in the County, if not in the State, and undoubtedly has filled that office for a larger number of years than any other person now living in this region.

Col. Bancroft had no small part in erecting substantial and prominent buildings in Lowell in its early days. The Exchange Coffee House, on Market Street, was put up by him; the building on Central Street now occupied in part by Cook, Taylor & Co., and the first dwelling-house put upon Tyler Street, are three of some fifteen or twenty buildings which he erected. He bought of the Locks and Canals Company the Stone House (now the residence of Dr. J. C. Ayer), and leased it for a few years to the late Maj. Samuel A. Coburn; and when that gentleman relinquished it, he



changed it over for a dwelling-house. About the same time he erected the stone house adjoining it, now occupied by Mr. W. F. Salmon, set out the trees that now flourish there, and made other improvements which endure to the present time. For several years, beginning while he was Mayor, he did some excellent farming in connection with his Pawtucket Garden property. In the direction of building up and improving Lowell, Col. Bancroft has made a good record.

Col. Bancroft was Mayor at the time James K. Polk (when President of the United States) visited Lowell, June 30th, 1847. In the course of his address of welcome, he made use of the following words:—

“Many, very many of those who will greet you here to-day, came poor and penniless to our city, in its infancy; and here, by the labor of their own hands, have been able to purchase stock in the mills in which they labor, and have become owners of permanent property throughout the city. Although I have the honor, as Mayor of the city, to welcome you among us to-day, some twenty years ago I commenced my career here, and was a long time employed as an operative in yonder mills. Things which tend to elevate and to make man what he should be, have not been neglected; but in the midst of our hard-working population, and by their aid and earnings, numerous churches and school-houses—an ornament to our place—have been erected, and our schools, among the best in New England, have been thrown open to all classes.”

Col. Bancroft, unlike some persons we have heard of, it seems from the above, is proud of his early career in Lowell, rather than ashamed to have the fact known that he was ever an operative in the cotton mills. Although well advanced in years, the Colonel's form is erect, his countenance



fresh and fair, his step hardly less elastic and firm than twenty years ago, and he is able to discharge the duties of the office he holds as readily and as efficiently as the younger men in similar positions.

### JOSIAH BOWERS FRENCH.

**1849.** MUNICIPAL GOVERNMENT. *Mayor*—Josiah B. French. *Aldermen*—J. B. Francis, Cyril French, James H. B. Ayer, Daniel D. Crombie, Daniel Carter, George Brownell, Artemas L. Brooks, Joseph Bedlow. *City Clerk*—Thomas Ordway. *Common Council*—1, Jesse Huse, W. A. Richardson, Gerry Wilson, John W. Smith, Alfred S. Saunders; 2, William H. Flagg, Ivers Taylor, Isaac S. Morse, Ambrose Lawrence; 3, Alfred Gilman, Elisha Davis, James Dinsmoor, A. C. Wheelock; 4, Nathaniel B. Favor, Caleb Crosby, Ezekiel Wright, Waldo A. Fisher; 5, Maynard Bragg, Joshua Decatur, Abram T. Melvin, W. W. Morse; 6, William Lamson, Jr., J. M. Currier, George S. Wright, John Aiken. *Clerk*—George A. Butterfield.

**1850.** MUNICIPAL GOVERNMENT. *Mayor*—Josiah B. French. *Aldermen*—James H. B. Ayer, Joseph Bedlow, Daniel D. Crombie, James B. Francis, Philip Hardy, John Mixer, Josiah G. Peabody, James Townsend. *City Clerk*—Thomas Ordway. *Common Council*—1, John W. Smith, Daniel R. Kimball, James Watson, Jonathan Smothers; 2, Ivers Taylor, George Gardner, Samuel Lawrence, Samuel J. Varney; 3, Jonathan Page, John Tripp, Fordyce Coburn, Joshua Merrill; 4, Abner W. Buttrick, Caleb Crosby, Benjamin Goddard, Nathaniel B. Favor; 5, George P. Elliot, William Fiske, George W. Worthen, Maynard Bragg; 6, Albert Mallard, Stephen P. Sargent, George S. Wright, William Lamson, Jr. *Clerk*—William Lamson, Jr.

Mr. French is a native of Billerica, and is one of a family of brothers well known to the people of Lowell. He was born December 13th, 1799. At the age of eleven he left home to live with an uncle; attended school, and made himself useful on the farm to compensate for his board. Until fifteen, much of his time was passed in that way. The two following years he lived with another uncle in Salisbury, N. H., working for his board and clothing; and never afterward did he make his home at his father's residence. At that

age he had acquired what schooling was afforded by the town schools of those days, which was of an exceedingly limited character compared with the advantages now afforded the young even in the same town; and this, we believe, was all the educational opportunities he ever availed himself of. Two or three years of his minority were spent in a store of the usual kind in country towns, and he was a short time in trade in Charlestown.

In 1824 he was appointed by Sheriff Nathaniel Austin one of his deputies for Middlesex County, and then came to Lowell to reside; that office he held till 1830, and during the time was collector, and held other minor offices. In 1826 Mr. French interested himself in getting stock taken in the Central Bridge Company, and was connected with the company until the bridge was made free by the city. In 1827 he was appointed a coroner; in 1829, collector of taxes, and 1833-'34 he was an assessor. He was active in bringing into existence the Lowell Bank, in 1828, and was for some years one of its directors.

From 1831 to '46 Mr. French was largely engaged in staging, and for a number of years had contracts for carrying the mails between Boston and Montreal. With others he was an owner in stage lines between Lowell and Concord, N. H., and there were other lines in which he was interested, so that his stage business was quite extensive. The opening of the Boston and Lowell Railroad had an immediate and important effect on this business. He continued, however, interested in the transportation of the mails, by rail, after the road was opened. At a meeting of the Old Residents' Historical Association, last summer, Mr. French read an interesting sketch descriptive of teaming and staging in this region half a century ago, based on his personal recollections and experience.

In 1835 Mr. French was for the first time a Representative in the Legislature. In 1836 and '42 he was a member of the Common Council; in 1840-'41, Chief Engineer of the Fire Department; and from 1844 to '47 was one of the County Commissioners.

In 1847 the Appleton Bank was incorporated, and also the City Institution for Savings, in both of which Mr. French took an active part. He has been connected with each of these institutions from their starting—in the first being a director, and one of the trustees of the latter. At the present time he is president of the Appleton Bank. The same year Mr. French, with others, took a large contract on the Ogdensburg Railroad. This occupied much of his time for two years succeeding. Before this contract was completed, and while away from home engaged in business which it had created, he was chosen Mayor of Lowell, on a citizens' ticket. His first year's experience was so satisfactory, that he was chosen to the same place for 1849 on an independent ticket, supported by men of all parties. It has often been said by citizens of Lowell of excellent judgment, that we have never had for Mayor a better financier than Mr. French. He has not been in the city government since he was Mayor; but in the fall of 1861 he was elected to the Legislature—chosen this time, as in previous years, by a kind of people's movement—a fact which hardly needs the explanation that, although recognized by his fellow-citizens as a Democrat, in politics he was not so open and declared in his views as to make him unacceptable to those who wanted the best men for offices of responsibility.

In 1851 Mr. French was chosen president of the Northern New Hampshire Railroad; but he resigned in consequence of engaging with his brother, Capt. Walter French, in a \$3,000,000 contract on a railroad in Ohio. The death of his brother at the Norwalk, Ct., disaster in the summer of

1853, threw the responsibility of completing the contract on the subject of this sketch, and employed his attention till 1855.

Some time previous to 1861 Mr. French took the position of agent of the Winnepisseogee Lake Cotton and Woolen Manufacturing Company, at Lake Village, N. H., succeeding the late Hon. James Bell. This he occupied until a year or two since, when he resigned, and since that time has held no post of great responsibility. Dating from the early history of Lowell, his experience has been as successful as honorable to himself and to his fellow-citizens, and his name, in the years to come, will occupy a prominent position in the history of our city.

### JAMES HAZEN BRICKETT AYER.

**1851. MUNICIPAL GOVERNMENT.** *Mayor*—James H. B. Ayer. *Aldermen*—William Fiske, Ambrose Lawrence, James Townsend, Philip Hardy, William North, Abiel Rolfe, Lucius A. Cutler, Joshua Converse. *City Clerk*—Thomas Ordway. *Common Council*—1, James Watson, Jonathan Smothers, Charles B. Coburn, Stephen Moar; 2, George Gardner, Samuel J. Varney, Linus Child, Zachariah B. Caverly; 3, Fordyce Coburn, William Twichell, Darius C. Brown, Benjamin C. Sargeant; 4, Benjamin Goddard, Richard Dennis, Holland Streeter, Solomon D. Emerson; 5, George P. Elliot, Edward Fifield, John N. Ford, Theodore H. Sweetser; 6, George W. Worthen, George W. Jones, Stephen P. Sargent, Albert Mallard. *Clerk*—William Lamson, Jr.

Mr. Ayer, the successor of Mr. French, was a native of Haverhill, in this State, where he was born in 1788. When a young man he for a time taught a school in Amesbury, and for a few years was also engaged in trade there. He came to Lowell January 8th, 1823, seeking employment; and we believe was at once engaged by the Merrimack Manufacturing Company, to take charge of their lumber department. He was also connected with the Locks and

Canals Company, and remained so employed until 1846. From that time until 1851 he was associated, in the same business, with Mr. Horatio Fletcher, who is still a resident of Lowell. He was next in the employ of the Locks and Canals Company, in the position of paymaster, which he held for a number of years.

Mr. Ayer was a member of the Board of Selectmen and Assessors of Chelmsford, before the town of Lowell was incorporated, his associates being Messrs. Nathaniel Wright, Oliver M. Whipple and Elisha Ford. He also assisted in running the boundary line between the towns of Chelmsford and Lowell. After the incorporation of Lowell he officiated as assessor, and held the same position for several years after Lowell became a city.

In 1849 and '50 Mr. Ayer was elected an alderman. In 1851 he was nominated for Mayor by the Whigs, not because there was any special reason for party action, but, it was said, to keep good the Whig organization. His opponent was Mr. Abner W. Buttrick—a citizens' nomination. Mr. Ayer's vote was 1811 to 893 for Mr. Buttrick. At the same election the question of annexing Centralville was voted on, the ballot standing, yea 851 to nay 1153. Mr. Ayer declined a re-election, and was succeeded by Dr. Huntington. He was not again in the City Council. In 1854, however, he served in the School Committee.

Mr. Ayer was connected with St. Anne's Parish from the time of his coming to Lowell, and was a warden in that organization for over twenty years.

June 7th, 1864, Mr. Ayer saw "the last of earth." His death, at the age of seventy-six years, was the cause of sincere grief to his many acquaintances in Lowell. His remains were conveyed to Amesbury for interment. He was an honest, trustworthy man, and his record in Lowell is one that none of his friends would object to have most searchingly examined.

**1852.** MUNICIPAL GOVERNMENT. *Mayor*—Elisha Huntington. *Aldermen*—Joseph Bedlow, Joseph M. Bullens, Samuel Burbank, Joseph B. V. Coburn, William Fiske, William North, Alpha Stevens, Samuel J. Varney. *City Clerk*—Thomas Ordway. *Common Council*—1, Rufus Rogers, John C. Smith, Jeremiah Clark, Paul Hill; 2, Paul Perkins, Milton Bonney, William Hovey, Zachariah B. Caverly; 3, Darius C. Brown, William Twichell, Benjamin C. Sargeant, Michael B. Caswell; 4, Holland Streeter, Elbridge Livingston, Abram French, Willard Minot; 5, Edward Fifield, Phineas Whiting, George W. Patterson, Jonathan Kendall; 6, Leonard W. Jaquith, Seth Pooler, Caleb G. Weaver, William C. Parker. *Clerk*—William Lamson, Jr.

### SEWALL GOODRICH MACK.

**1853.** MUNICIPAL GOVERNMENT. *Mayor*—Sewall G. Mack. *Aldermen*—Elisha Huntington, Samuel K. Hutchinson, Stephen Mansur, Joseph B. V. Coburn, Ira Spalding, Joseph M. Bullens, Alpha Stevens, Joseph White. *City Clerk*—Thomas Ordway. *Common Council*—1, Rufus Rogers, John C. Smith, Marcus A. Thomas, James Cook; 2, Paul Perkins, Milton Bonney, George G. Bunpus, George W. Stanley; 3, Michael B. Caswell, Calvin Philbrick, Leonard Brown, Henry H. Wilder; 4, Abram French, Henry C. Howe, Joseph S. Grush, Samuel K. Pickering; 5, George W. Patterson, William A. Richardson, Patrick Conlan, Jonathan Bowers; 6, Caleb G. Weaver, William C. Parker, George F. Woods, C. F. Blanchard. *Clerk*—William Lamson, Jr.

**1854.** MUNICIPAL GOVERNMENT. *Mayor*—Sewall G. Mack. *Aldermen*—Elisha Huntington, Joseph B. V. Coburn, Samuel K. Hutchinson, Ira Spalding, Joseph White, Horatio Fletcher, C. F. Blanchard, Charles Sperry. *City Clerk*—William Lamson, Jr. *Common Council*—1, John C. Smith, Paul Hill, Marcus A. Thomas, Thomas Lennon; 2, George W. Stanley, William H. Gage, Amos A. Taylor, William H. Bradley; 3, Calvin Philbrick, Leonard Brown, Darius C. Brown, Henry H. Wilder, Peter O'C. Frawley; 4, Henry C. Howe, Joseph S. Grush, Samuel K. Pickering, Hubbard Willson; 5, William A. Richardson, Jonathan Bowers, Patrick Conlan, John C. Woodward; 6, George F. Woods, Charles S. Eastman, Levi H. Straw, William P. Webster. *Clerk*—Leonard Brown.

Mr. Mack is a native of Wilton, N. H., where he was born November 8th, 1813. When a lad, ten or twelve years of age, he went to Amherst; and there, while yet a young man, engaged in mechanical and mercantile business, which

has been his employment to the present time. He came to Lowell in 1840, and in partnership with Mr. Daniel Cushing commenced business on Market Street, which the firm engaged in somewhat extensively for a place like Lowell, and few must the number have been to whom the name of Cushing & Mack was not familiar for many years. The firm existed until January 13th, 1867, when Mr. Cushing withdrew. [It may here be added (though anticipating the chronological order of our sketch) that Mr. Mack conducted the business without a partner until April 1st, 1870, when Carlos Hazen was admitted to a partnership with him, the firm then becoming S. G. Mack & Co.; again, in August, 1873, there was another change, when William A. Mack (the ex-Mayor's brother) was admitted, the firm-name remaining the same.]

Being somewhat prominent in the Whig party, Mr. Mack's name was frequently mentioned for political positions during the early years of his residence in Lowell, but he gave no encouragement to his friends to work in his interest, and in several instances refused to be a candidate. In 1843 and '46, however, he was elected to the Common Council, and in 1847 served in the Board of Aldermen. In 1852, Dr. Huntington being out of the field, having been elected Lieutenant-Governor, the Whigs nominated as his successor Mr. Mack. The election took place Monday, December 13th, the opposing candidate being Dr. J.W. Graves. Mr. Mack received 1961 votes, Dr. Graves 1919, scattering 48, and 1995 being necessary for a choice, there was no election. This is the only instance, we believe, in this city, where there has been no choice on a ballot for Mayor. The second trial occurred on the 23rd of the same month, the same gentlemen being candidates, when Mr. Mack was elected by 61 majority. This year Dr. Huntington consented to step from the Mayor's chair into the Board of

Aldermen—a courtesy which Mr. Mack returned in 1858—the last year the Doctor was Mayor.

At the next election (for 1854) Mr. Mack was chosen Mayor by a clear and handsome majority over three competitors for the same office. The vote was as follows: S. G. Mack (Whig), 1979; William Fiske (Independent Whig), 275; Weare Clifford (Democrat), 677; John Nesmith (Free Soil), 700. During Mr. Mack's administration, Huntington and Jackson Halls were finished and opened to the public—the name of the first hall, it will be remembered, being adopted as a compliment to Dr. Huntington, who had so many times been the servant of his fellow-citizens.

During the administration of Mayor Mack was originated the first measure for supplying Lowell with pure water, which after a struggle of years' duration was finally successful.

Mr. Mack was a member of the legislature of 1862, having been elected on a "people's ticket," since which time he has not been a candidate for the suffrages of the people of Lowell.

Besides these more public services, he has held for many years the positions of director in the Railroad Bank and the Stony Brook Railroad, and been for a number of years president of the Lowell Gaslight Company. He has also been president of the Middlesex Mechanics' Association, been one or two years in the Board of School Committee, and held other positions of honor and responsibility. He is still hale and hearty, and we trust has yet many more years of usefulness among the citizens of Lowell, by whom he has always been greatly esteemed.



## AMBROSE LAWRENCE.

**1855.** MUNICIPAL GOVERNMENT. *Mayor*—Ambrose Lawrence. *Aldermen*—William Fiske, Artemas L. Brooks, Daniel Woodward, Lorenzo G. Howe, Andrew T. Nute, Abner Frost, William S. Johnston, Shadrach R. Brackett. *City Clerk*—William Lamson, Jr. *Common Council*—1, Maynard Bragg, Aaron B. Young, Augustus B. Roby, George L. Harris; 2, William G. Morse, George K. Paul, Mark H. Cook, Joseph A. Patten; 3, Alfred Gilman, Daniel Hurd, Theodore Warren, Stephen K. Fielding; 4, Joshua W. Daniels, John Bennett, Alanson Folsom, Francis H. Nourse; 5, John C. Woodward, Stephen Bartlett, Jonathan Johnson, Oliver P. Rand; 6, Levi H. Straw, William T. Whitten, Lucien P. Stacy, James M. Moore. *Clerk*—Leonard Brown.

Dr. Lawrence was born in Boscawen, N. H., May 2nd, 1816. Until seventeen years of age he lived upon a farm; and for five years following found employment in a cotton mill and machine shop. He had only the ordinary advantages which a country town afforded to assist him to an education; but those he well improved, and after arriving at a mature age, acquired sufficient knowledge of Latin and French to enable him to translate and use those tongues probably to quite as good advantage as do many who have spent years at our colleges.

In 1837 Dr. Lawrence came to Lowell and found employment on the Suffolk Corporation, as a machinist. The next year he went to Georgia, while there studying and practising dentistry. It may be stated here, however, that he has for some years held a diploma from a medical college and also one from a dental college. In 1839 he returned to our city and opened an office for the practice of dentistry in the building next east of the Postoffice, where he remained till 1852, when he built a residence on John Street, which has lately been purchased for a benevolent purpose, and is now known as the "Young Women's Home."

Dr. Lawrence was first in the City Council in 1849. He was twice a member of the Board of Aldermen—in 1851

and '59, but the last year named he resigned in April, serving but one-quarter of the term for which he was chosen. On the death of Alexander Wright, in 1852, he was chosen to fill an unexpired term in the School Committee. In the Board of Aldermen he was active in re-organizing the Fire Department, and strongly advocated the introduction of steam fire engines, which were eventually adopted. Here, too, we may also say, he was always an active supporter of the propositions to supply our city with pure water; and he was never backward in any measure looking to the permanent interest of our city.

Dr. Lawrence was elected to the office of Mayor in 1854 by a vote of 2651 to 442 for Mr. Joseph Bedlow. This was the year the American Party revolutionized the State and swept everything before it. During the year he was Mayor there was a good deal of interest in local affairs of importance. A municipal court bill (which proposed to abolish the Police Court), an act to supply the city with water, and the enforcement of the prohibitory liquor law were each conspicuous. The two first were submitted to a vote of the people; the former was rejected, and the latter adopted, though nothing came of it until 1870. The friends of Dr. Lawrence claim that the liquor law (which went into operation that year) was as thoroughly enforced in our city as it has ever been since. Upon the suggestion of Dr. Lawrence, Central Bridge was made free by laying it out as a public highway, thus terminating a suit in equity which had long been pending, and rendering the question one of damages, which were subsequently adjusted. The same year radical changes were made in the Police Department, and a good deal of important business was done.

The next fall he declined to be a candidate for any position, and was succeeded in the office of Mayor by Dr. Huntington. In 1859 he was run by the "Constitutional

Union Party" for the office of Sheriff. The Doctor was in politics originally a Whig; but since that party deceased he has worn political harnesses rather loosely, though generally, we think, acting with the Republicans. His name has frequently been mentioned for local offices, but during the last few years of his residence in Lowell he was not ambitious in that direction.

Dr. Lawrence, through his taste for mechanics, investigations and experiments, has won an enviable reputation among the members of the dental profession. He is the inventor of some leading improvements in the art, from which he derives a handsome revenue; and as a practical workman, while he continued in the business, he stood high in his profession. He has been favored with "honorable mention" and medals by dental societies, in consideration of his intelligence, proficiency and service to the profession.

Some three years ago Dr. Lawrence removed from Lowell, and is now residing in Boston, and for the past three years has held the professorship of Mechanical Dentistry and Metallurgy in the Boston Dental College.

It was said of him, years ago, by one who knew him intimately, that "the Doctor is an excellent citizen and a good presiding officer. His is a genial, mirthful temperament, and he loves a joke better than a good dinner"—all of which finds many hearty endorsers in Lowell at the present time.

**1856.** MUNICIPAL GOVERNMENT. *Mayor*—Elisha Huntington. *Aldermen*—Edward Tuck, Samuel Burbank, Charles B. Coburn, William P. Webster, Hapgood Wright, Charles H. Wilder, O. J. Conant, James H. Rand, Jonathan Johnson. *City Clerk*—William Lamson, Jr. *Common Council*—1, Enos O. Kingsley, Abiel Pevey, David M. Collins, M. E. Thompson; 2, Isaac Hinckley, Seth Gage, Peter Flanders, Jr., Leonard F. Jewell; 3, David Rogers, Benjamin C. Sargeant, Henry H. Carroll, Peter Powers; 4, Francis H. Nourse, Alden B. Buttrick, Holland Streeter, James Sands; 5, Frederick Holton, Isaac Place, Albert Wheeler, Abiel Rolfe; 6, Eliphalet Hills, Jonathan P. Folsom, James K. Fellows, John K. Chase. *Clerk*—James J. Maguire.

## STEPHEN MANSUR.

**1857. MUNICIPAL GOVERNMENT.** *Mayor*—Stephen Mansur. *Aldermen*—Andrew T. Nute, John C. Woodward, Jonathan Smothers, Samuel W. Stickney, John B. Tuttle, Francis H. Nourse, Jonathan Johnson, John Nesmith. *City Clerk*—William Lamson, Jr. *Common Council*—1, Abiel Pevey, Stephen T. Stanley, Charles A. Welch, George F. Scribner; 2, William G. Morse, William D. Vinall, Temple Tebbetts, James M. Howe; 3, Benjamin C. Sargeant, David Rogers, Henry H. Carroll, Nathan Allen; 4, Caleb Crosby, John F. Howe, John C. Jepson, Alanson Nichols; 5, Frederick Holton, William H. Wiggin, William Goodale, Charles Hubbard; 6, Erastus Boyden, Jonathan Kimball, Robert J. Garrett, William Nichols. *Clerk*—Henry A. Lord.

The native place of the tenth Mayor of Lowell was Temple, N. H. Mr. Mansur was born August 25th, 1799. Nearly all of his minority was spent on the farm, hiring out by the month when only sixteen years of age. In 1818 he went to Washington County, N. Y., but there he remained only about one year. When twenty-one years of age he commenced the hotel and stabling business in Boston. When operations began in Lowell, in 1822, he came here, and in a subordinate position began the work of enlarging the old canal, between the Machine Shop and the Guard Locks; but he did not relinquish his business in Boston until 1830, though spending much of his time here.

Having taken up his residence in Lowell, in 1830 he opened a hardware and crockery store, nearly opposite the Washington House, on Central Street, in partnership with Alonzo Child, the firm-name being Mansur, Child & Co., the "Co." being silent partners. In 1838 or '39 the firm moved into their new brick store, at the corner of Central and William Streets—now a part of the Lowell and Andover Railroad Depot. He remained in the same business up to a short time before his death—most of the time without a partner, and dropping the crockery business and adding agricultural implements.

Mr. Mansur's first office was Assessor, under the old town government, for one year. In 1836 he was elected a

representative to the Legislature, and again in 1850. He was a member of the first Common Council of Lowell, and assisted in putting the first municipal government of our city in operation, having previously been active in securing a charter. In 1839 he was again in the Common Council, and in 1840, '47 and '53 was a member of the Board of Aldermen. He was four years also an Inspector of the State Almshouse, at Tewksbury. He was likewise long a leading member of the First Baptist Church, which entrusted to him responsible and honorable positions.

Mr. Mansur was Mayor of Lowell in 1857, having been chosen by a small plurality over ex-Mayor Huntington, who was the candidate of the Whig Party, and his administration was very satisfactory, but he was not again a candidate for the same office, nor was he afterward in the city government, though other positions of respect and responsibility were offered him. For a period of over forty years in Lowell he was identified with its growth and with most of the moral and religious interests at various times proposed for the welfare of its people.

April 1st, 1863, Mr. Mansur died, after a brief illness, at his home on Bartlett Street, aged nearly 64 years. His funeral was attended by the Masonic body to which he belonged, and by numerous citizens. His memory is revered by his many surviving friends and acquaintances.

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**1858.** MUNICIPAL GOVERNMENT. *Mayor*—Elisha Huntington. *Aldermen*—Sewall G. Mack, Samuel W. Stickney, Abiel Pevey, Jeremiah P. Jewett, Joseph M. Dodge, Harvey Silver, Albert Wheeler, Edwin A. Alger. *City Clerk*—John H. McAlvin. *Common Council*—1, Charles Wilkins, John M. Maynard, John E. Webb, William Barnard; 2, Edward Tuck, William P. Webster, Andrew Blood, William F. Salmon; 3, Benjamin C. Sargeant, Hanover Dickey, Joseph A. Brabrook, B. S. Butterworth; 4, Enoch P. Young, Zephaniah Goward, Jesse Blake, John F. Howe; 5, Willard Dudley, Samuel T. Manahan, Isaac Page, John Avery, 2nd; 6, William Nichols, Alpha B. Farr, Leonard Brown, Erastus Boyden, James H. Rand, Ebenezer Burgess. *Clerk*—George Gardner.

## JAMES COOK.

**1859.** MUNICIPAL GOVERNMENT. *Mayor*—James Cook. *Aldermen*—Lorenzo G. Howe, Samuel J. Varney, Paul Hill, Ambrose Lawrence, Darius C. Brown, John F. Howe, Joshua Converse, Jona. P. Folsom, Edward Tuck, Samuel T. Manahan, Jonathan Ladd. *City Clerk*—John H. McAlvin. *Common Council*—1, John E. Webb, Charles Wilkins, William Barnard, William D. Blanchard; 2, William P. Webster, William F. Salmon, James M. Howe, David Nichols; 3, George Hobson, Asahel D. Puffer, John Willoughby, B. S. Butterworth; 4, Caleb Crosby, Jesse Blake, Geo. W. Partridge, George W. Young; 5, H. G. F. Corliss, Luther B. Morse, Josiah G. Peabody, William Goodale; 6, Charles A. Stott, Levi Sprague, Ebenezer Burgess, Leonard Brown. *Clerk*—George Gardier.

Mr. Cook, who is still a resident of Lowell, was born in Preston, Ct., October 4th, 1794. In early life he became thoroughly educated as a woolen manufacturer, a business in which his father and six brothers were engaged, and during thirty-seven years of his life has served as general manager of large corporations.

When a young man, Mr. Cook had some experience in the life of a soldier. During the last war with England he was attached to a force sent to operate against the enemy which bombarded Stonington Point. The enemy, after several days' work, finding the Yankees too active for them, withdrew to the neighboring town of Mystic, and to that place the force to which Mr. Cook belonged was dispatched. Here they surprised and captured one of the enemy's barges, killing one of their number, wounding two and taking ten or a dozen prisoners, which ended the efforts of the English soldiers in that direction.

About 1820 Mr. Cook purchased an interest in the Cook Woolen Mills, at Northampton, in this State, which he conducted for about ten years, when he came to Lowell, to take charge of the Hurd Woolen Mills, so called. In 1831 work was begun on what has since been known as "the large mill" of the Middlesex Company's works, and it was

finished in 1832. The engineering and drafting for the mill, machinery, shafting, &c., was by Mr. Cook, or done under his direction, before a brick was laid—a thing not common at that time.

Mr. Cook was agent and general manager of the Corporation for fifteen years, during which the company divided, on an average, 17 per cent. per annum. Many of the most valuable improvements of late years in use by woolen manufactories originated in the Middlesex Mills during his agency, among which may be mentioned carding, rotary shearing, steam gigging, &c.

Mr. Cook left the Middlesex about 1845 and went to Burlington, Vt., to take charge of the Burlington Woolen Mills, where he remained six years. He then went to Norwich, Ct., and superintended the starting of the Uncas Woolen Mills; but in 1852 he returned to Lowell. He again became agent of the Middlesex Mills, in 1858, and assisted in starting them up after the failure of Lawrence, Stone & Co. His successor was Oliver H. Perry; and on quitting the Middlesex Mr. Cook engaged in the insurance business, and was instrumental in building up one of the largest and most successful insurance agencies in Lowell. He was succeeded three years ago in this business by Elias L. Cardell. During the past thirteen years Mr. Cook has held the office of secretary of the Lowell Mutual Fire Insurance Company—a position he still holds.

The subject of this sketch was a member of the Common Council in 1836 and again in 1853. He was elected to the position of Mayor in the fall of 1858 (receiving the Whig nomination) by over five hundred majority. His administration, if not distinguished on account of the passage of any special measure, had the credit of being an honest one in all particulars. He declined a nomination for a second term, and since then has held no public office. His life has



been an active and useful one; and though well advanced in years, he seems yet to have a prospect of many more seasons amongst us, where he has so long been widely known.

### BENJAMIN CARR SARGEANT.

**1860.** MUNICIPAL GOVERNMENT. *Mayor*—Benjamin C. Sargeant. *Aldermen*—Edward F. Watson, Lorenzo G. Howe, James Watson, William G. Morse, Henry H. Wilder, Abner Frost, Samuel T. Manahan, William S. Gardner. *City Clerk*—John H. McAlvin. *Common Council*—1, Benjamin S. Ireson, Enoch Quimby, John P. Sloeum, Amos H. Foster; 2, Henry P. Clough, Alfred S. Saunders, William F. Salmon, Joseph L. Sargent; 3, George Hobson, Josiah B. Fielding, Henry P. Perkins, Hocum Hosford; 4, George W. Partridge, George W. Young, Morrill M. Bohonan, Caleb Crosby; 5, Josiah G. Peabody, Sullivan L. Ward, George F. Morey, William H. Lamson; 6, William Nichols, Samuel T. Lancaster, Charles A. Stott, Foster Nowell. *Clerk*—George Gardner.

**1861.** MUNICIPAL GOVERNMENT. *Mayor*—Benjamin C. Sargeant. *Aldermen*—Samuel T. Manahan, Jonathan P. Folsom, James Watson, William G. Morse, Hocum Hosford, Aldis L. Waite, David Whitney, Sager Ashworth, William S. Gardner. *City Clerk*—John H. McAlvin. *Common Council*—1, Frank E. Jewett, M. Gilbert Perkins, Jacob Baron, William D. Blanchard; 2, Alfred S. Saunders, Joseph L. Sargent, Henry P. Clough, Henry S. Orange; 3, William L. North, George W. Norris, Henry P. Perkins, James G. Morrison; 4, Joseph Cater, Joseph B. Keyes, Morrill M. Bohonan, Abel M. Ayer; 5, Sullivan L. Ward, Samuel Beek, William H. Parker, George F. Morey; 6, Samuel T. Lancaster, Foster Nowell, Elon A. Sanborn, George E. Dana. *Clerk*—George Gardner.

Mr. Sargeant was a native of Unity, N. H., where he was born February 11th, 1823. While he was quite young his parents moved to Windsor, Vt., and there he lived until he was sixteen years of age, when he came to Lowell, and entered the bookstore of Col. Abijah Watson, who was for a number of years in trade at the corner of Central and Middle Streets. After a few years with Col. Watson, he went to New York city, and was in a bookstore there about three years. At the expiration of that time he returned to



Lowell and opened a small store on Central Street, between Middle and Market Streets. Afterward he was for a time in trade with Col. Watson, in Wentworth's Building. Later still he went into business alone, in the book and stationery trade, in the City Government Building, where he remained a number of years, and he was there engaged when attacked by illness, which resulted fatally.

Mr. Sargeant was first a member of the Common Council in 1851, representing Ward Three; also, in 1852, '56, '57 and '58; and three times was president of that body. He was Mayor in 1860 and '61; and at the commencement of the rebellion he was holding that position. He proved himself to be a most efficient and popular executive officer at a time when great responsibilities rested upon him. In the course of his residence in Lowell he made numerous friends among our Irish-American citizens, and with them was always popular. The Sargeant Light Guard, an organization which from its earliest days has maintained a high rank for military proficiency, was named in his honor.

Mr. Sargeant was a fine presiding officer, and though not recognized as a popular public speaker, he never failed to respond when called upon to address his fellow-citizens, and always acquitted himself creditably. He was a Republican in politics, but never ultra in his sentiments, and always had numerous personal friends in both the local political parties. Other than those named he never held an office of any kind of a political nature. At the time of his death he was one of the trustees of Mechanics' Savings Bank.

After a painful and lingering illness, Mr. Sargeant died at his residence, on Tyler Street, on the 2nd day of March, 1870. The sad event was appropriately noticed in both branches of the City Council, where resolutions of a deservedly eulogistic character were passed; at a meeting of the rector, wardens and vestrymen of St. Anne's Church (of

which he had long been a member) similar action was taken ; and the Sargeant Light Guard held a special meeting at which appropriate resolutions were adopted, and they also voted to attend the funeral in a body, in uniform. The booksellers of our city likewise held a meeting, and adopted a series of resolutions expressive of their sorrow and regret at the removal of "a friend and counsellor." Mr. Sargeant is still remembered with the kindest feelings by hundreds of our citizens.

### HOCUM HOSFORD.

**1862.** MUNICIPAL GOVERNMENT. *Mayor*—Hocum Hosford. *Aldermen*—Mertoun C. Bryant, Edwin A. Alger, James B. Francis, William A. Burke, Isaac F. Scripture, Aldis L. Waite, Albert Wheeler, Jonathan P. Folsom. *City Clerk*—John H. McAlvin. *Common Council*—1, Amos D. Wright, Frank E. Jewett, Horatio G. Burgess, Charles F. Hard; 2, Benedict O. Carpenter, William T. McNeill, Lorenzo G. Howe, Henry S. Orange; 3, George W. Norris, Edmund D. Fletcher, Everett W. French, John Quinn; 4, Joseph B. Keyes, George Runels, John Pettingell, Hubbard Willson; 5, Rollin C. Downs, Albert Mallard, Edward Fifield, Cleveland J. Cheney; 6, George F. Richardson, Albion J. Dudley, Elon A. Sanborn, Frederick Frye. *Clerk*—George Gardner.

**1863.** MUNICIPAL GOVERNMENT. *Mayor*—Hocum Hosford. *Aldermen*—James B. Francis, Edwin A. Alger, Abiel Pevey, William A. Burke, Isaac F. Scripture, Otis Allen, Albert Wheeler, William Nichols. *City Clerk*—John H. McAlvin. *Common Council*—1, Charles F. Hard, Amos D. Wright, John Cosgrove, William A. Wright; 2, George F. Sawtell, Henry S. Orange, Hugh McEvoy, Nathaniel Stearns; 3, Everett W. French, Fordyce Coburn, Edmund D. Fletcher, John Quinn; 4, Atwell F. Wright, Josiah Gates, William Stafford, John McCann; 5, James C. Ayer, Charles W. Saunders, Cyrus H. Latham, John E. Downs; 6, George F. Richardson, Albion J. Dudley, Benedict O. Carpenter, Frederick Frye. *Clerk*—Geo. Gardner.

**1864.** MUNICIPAL GOVERNMENT. *Mayor*—Hocum Hosford. *Aldermen*—William S. Southworth, James B. Francis, Dana B. Gove, William T. McNeill, George W. Norris, George Runels, Cyrus H. Latham, George F. Richardson. *City Clerk*—John H. McAlvin. *Common Council*—1, Alden B. Watson, Lewis L. Perrin, Frederick S. Tukey, John Cosgrove; 2, George Ripley, Andrew F. Jewett, Artemas S. Young, Hoyt W. Hilton; 3, Samuel N. Wood, Charles W. Dodge, Joseph S. Pollard, James G. Morrison; 4,

Atwell F. Wright, Daniel Churchill, William W. Sherman, Francis Jewett; 5, John E. Downs, Thos. G. Gerrish, Charles Hubbard, Cleveland J. Cheney; 6, Levi Sprague, Tobias L. P. Lamson, Addison Putnam, Albion J. Dudley. *Clerk*—George Gardner.

The subject of this sketch was born in the town of Charlotte, Vt., November 8th, 1825. His father, Heman Hosford, was a farmer, and had the assistance of this son till he reached his twentieth year. The district school and one term at an academy afforded the only advantages for an education open to the junior Hosford, but he became so proficient that he was intrusted with a school in his native town when eighteen years of age. The last three years he was on the farm its work and management were left entirely to him; but he chose not to make farming his calling, and accordingly left home in 1845. September 5th, of that year, found him in Lowell.

On coming to this city he entered the dry goods store of (George) Gardner & (John J.) Wilson, as "boy" and clerk, at a salary of \$150 per annum, to board and clothe himself; after a year with that firm he went into the employ of Daniel West, at \$1 per day, where he remained about four years, the last two of which the store was in his charge. In 1852, with what he had earned at farming, teaching and as clerk—in all just \$1000—he went into trade with A. J. Griffin, but this partnership was of short duration. The following year he became associated in trade with D. S. Eastman, the firm-name being H. Hosford & Co.; but after about one year this firm was dissolved by the death of Mr. Eastman. Later he became the successor of his former employer, Daniel West. We may here add that in the dry goods trade he has been engaged up to the present time, his partner for some years past being Arthur G. Pollard, and he has always been located near the spot where he commenced as clerk.

In 1860 Mr. Hosford appeared in the City Council for the first time, having been elected to the lower board from Ward Three. The following year he was chosen Alderman, and in 1862 was elected Mayor, after a lively contest. At that time he was the youngest man who had ever filled the office. For the years 1863 and '64 he was re-elected to the same office, earning from Gov. Andrew the not inappropriate title of "War Mayor." The duties were arduous, and demanded in the executive officer of the city decision, promptness, discretion and especially financial ability, all of which Mr. Hosford exhibited through his several administrations.

In 1866 Mr. Hosford represented his Ward (3) in the Legislature, where he was a useful, working member. In 1867 he again took a seat in the Board of Aldermen; and was chosen a member of the Common Council for 1870, but declined to serve on account of business engagements.

Mr. Hosford was for several years a director of the Boston and Lowell and the Lowell and Lawrence Railroads; but in the summer of 1875 he was chosen manager of the Boston and Lowell Railroad and the roads operated by it, succeeding Gen. George Stark. He was also a director for a number of years in the Board of the Hamilton Manufacturing Company. He is treasurer of the Lowell Hosiery Company; also of the Vassalboro', Me., Woolen Mills, in both of which he is a large stockholder; has for many years been a director in the Traders and Mechanics' Insurance Company of Lowell; holds a similar position in the Manufacturers' Fire and Marine Insurance Company, of Boston; and is treasurer of the proprietors of the "South Congregational Meeting-house in Lowell."

In 1864 Mr. Hosford was chosen president of the Merchants' National Bank, which position he still occupies; and he is a vice-president of the Five Cents Savings Bank. In

1867 he accepted the position of superintendent of the exhibition of the Middlesex Mechanics' Association—the best and most successful ever held in Lowell—which required about three months of his time, and at the close, so satisfactory had been his service, he received a vote of thanks of the trustees and a full set of sterling table service.

In 1871 Mr. Hosford erected Masonic Temple, one of the finest buildings on our streets; and in 1874-'75 he (in conjunction with his partner, Mr. Pollard) constructed the large iron-front building on Merrimack Street, which the firm in part occupy for a dry goods store; and it is an ornament and credit to our city.

Mr. Hosford is yet in the prime of life. He has large investments in trade and in manufactories, and wisely appropriates the profits accruing therefrom to build up and adorn our city. He has already rendered more than an equivalent for the distinction and honor his fellow-citizens have conferred upon him. We trust he has before him many years of usefulness in our midst.

### JOSIAH GREENOUGH PEABODY.

**1865.** MUNICIPAL GOVERNMENT. *Mayor*—Josiah G. Peabody. *Aldermen*—Edward F. Watson, George W. Norris, Dana B. Gove, William T. McNeill, Henry H. Wilder, Josiah Gates, Cyrus H. Latham, William Brown. *City Clerk*—John H. McAlvin. *Common Council*—1, Alden B. Watson, Lewis L. Perrin, George N. Osgood, John R. Southwick; 2, George Ripley, Andrew F. Jewett, Julian V. Keyes, Chester W. Rugg; 3, Joseph S. Pollard, Charles W. Dodge, Edward C. Rice, Frederick T. North; 4, Francis Jewett, Benjamin Walker, Benjamin L. Googins, John Pearson; 5, Charles Hubbard, James Kent, Simeon D. Osterhoudt, James Foster; 6, Tobias L. P. Lamson, Luke C. Dodge, Gustavus A. Gerry, James M. Moore. *Clerk*—George Gardner.

**1866.** MUNICIPAL GOVERNMENT. *Mayor*—Josiah G. Peabody. *Aldermen*—Samuel A. Brown, Albert B. Plimpton, John R. Southwick, Joseph L. Sargent, Charles W. Dodge, Josiah Gates, Henry M. Hooke, Albion J. Dudley. *City Clerk*—John H. McAlvin. *Common Council*—1, William

A. Hodge, William A. Wright, Jacob Baron, Rollin C. Downs; 2, Andrew F. Jewett, George H. Whitmore, Julian V. Keyes, Chester W. Rugg; 3, Edward C. Rice, Frederick T. North, James N. Pinkham, Oliver W. Smith; 4, Benjamin L. Googins, Alfred Scott, Thomas F. Burgess, Benjamin Walker; 5, Robert H. Butcher, John T. Lee, George L. Huntoon, Jonathan Johnson; 6, Gustavus A. Gerry, Luke C. Dodge, Charles A. Kimball, Alfred H. Chase. *Clerk*—George Gardner.

Capt. Peabody, who ranks as the fourteenth gentleman that has held the office of Mayor of Lowell, was born in Portsmouth, N. H., December 21st, 1808. When a boy of twelve or thirteen he went to Haverhill, Mass. While living there he worked on a farm and attended a district school in the winter. His work was constant and laborious, the boys of those days not being suffered to become effeminate through lack of physical exercise. He was some four years so employed.

On the 27th of August, 1824, young Peabody came to Lowell, for the purpose of learning the trade of house-carpenter and builder, and engaged himself to Capt. John Bassett—a man for many years universally known in this region. On the same day, it may be added, Col. Bancroft, who preceded him as Mayor, also came to Lowell. Capt. Peabody's apprenticeship was served during the infancy of Lowell, when Kirk Boott, Patrick T. Jackson, the Lawrence brothers and others of the distinguished men who were identified with the early manufacturing, were in the prime and vigor of manhood. His calling brought him, to some extent, in contact with those men, and his recollections of them are quite distinct. During the years of his apprenticeship he attended school one term in the "Hamilton School-house," as it was called, on Middlesex Street, taught by "Master Merrill"—our well-known fellow-citizen of somewhat venerable appearance, Joshua Merrill, Esq.; and also a single term at the Atkinson Academy, in Atkinson, N. H. He was a pupil, likewise, of John A. Knowles, Esq.

(another of our venerable and well-known citizens), who at one time, prior to 1830, taught a class in writing in Lowell. He was intrusted (while yet an apprentice) with no inconsiderable responsibility in the erection of the main building of the Hamilton Manufacturing Company, and was engaged on a number of other well-known buildings which were erected by Capt. Bassett.

In 1833 Capt. Peabody went into business as contractor and builder, and this calling he followed, with the exception of four years, when he was in the grocery business, till 1858. He built the Bank Building on Shattuck Street, the Kirk Street and Lee Street churches, and several of the Lowell mills. The Lunatic Hospital at Taunton and the Custom House at Gloucester were the largest contracts he ever had, and aside from these, his calling did not take him much out of the city. Since 1858 he has been engaged in the sash, door and blind business at Wamesit Steam Mills, of which he was one of the founders.

In 1836 Capt. Peabody became a member of the Lowell Fire Department, in which he remained until 1858—the last eleven years being a member of the Board of Engineers. In 1840 he joined the Mechanic Phalanx, and in 1843 was elected Captain, a post which he held till 1846, when he resigned and returned to the ranks, where he served till 1851.

Capt. Peabody was a member of the Legislature in 1837 and 1855. In 1856 he was chosen a member of the Governor's Council. He was elected to the Board of Aldermen in 1850, to the Common Council in 1859-'60. In 1865 he was chosen Mayor for the first time, and has twice since filled the office—1866 and 1872. The matters of most prominence during his administrations were the completion of the Water Works (in 1872) and the system of sewerage which has since been adopted; and if there are any things



in which he feels special pride on account of part or lot he had in them, they are the two improvements named, both of which were absolutely essential to the welfare of our citizens.

Capt. Peabody is at present president of the Merrimack River Savings Bank and also of the Lowell Cemetery Corporation, devoting, however, about all his time to his private business, at the Wamesit Steam Mills. On the 27th of August, 1874, he celebrated the fiftieth anniversary of his coming to Lowell, when were present at his residence the members of the Old Residents' Historical Association and many of his personal friends. Capt. Peabody's has been a life of activity and industry, and his record in Lowell has indeed been a creditable one.

## GEORGE FRANCIS RICHARDSON.

**1867.** MUNICIPAL GOVERNMENT. *Mayor*—George F. Richardson. *Aldermen*—Charles B. Coburn, Hocum Hosford, John R. Southwick, Joseph L. Sargent, Edward C. Rice, Abner W. Buttrick, William E. Livingston, William H. Parker, Albion J. Dudley. *City Clerk*—John H. McAlvin. *Common Council*—1, John Shepard, Calvin Sawtell, Foster Wilson, M. Gilbert Perkins; 2, Gustavus A. Gerry, Ruel J. Walker, William Dobbins, Silas Tyler, Jr.; 3, Jonathan P. Folsom, Frederick T. North, Sannel D. Prescott, Nathan M. Wright; 4, John B. Hunt, John Q. A. Hubbard, Alfred Scott, Thomas F. Burgess; 5, George L. Huntoon, George S. Cheney, James Foster, John T. Lee; 6, Alfred H. Chase, James Lawton, John N. Pierce, Jr., Foster Nowell, William Kitredge. *Clerk*—George Gardner.

**1868.** MUNICIPAL GOVERNMENT. *Mayor*—George F. Richardson. *Aldermen*—Charles B. Coburn, Francis Jewett, John M. Pevey, Charles L. Hildreth, Silas Tyler, Jr., Edward C. Rice, William E. Livingston, Frederick Frye, Albion J. Dudley. *City Clerk*—John H. McAlvin. *Common Council*—1, Calvin Sawtell, John Shepard, John F. Merrill, Frederic T. Greenhalge; 2, Francis D. Munn, Joseph A. Patten, Ruel J. Walker, Henry S. Orange; 3, George W. Badger, Samuel D. Prescott, Wm. Walker, Albert A. Haggett; 4, William H. Anderson, John Q. A. Hubbard, Charles T. Crane, John B. Hunt; 5, Edwin Lamson, George S. Cheney, William Kelley, Ethan N. Spencer; 6, John N. Pierce, Jr., James Lawton, Francis Brown, Alfred H. Chase. *Clerk*—George Gardner.



Mr. Richardson was born in Tyngsboro', near Lowell, December 6th, 1829, and he has witnessed the growth of the largest portion of our city. He remained in Tyngsboro' until about fifteen years of age, when he came to Lowell, and with the exception of two years, this city has since been his home. He fitted for college at Phillips Academy, Exeter, N. H., and graduated at Harvard in the class of 1850. He then entered the Dane Law School, and in 1853 graduated, and was awarded the first prize. Having finished his studies, Mr. Richardson began the practice of law in Boston, remaining there two years, during which he had an encouraging share of business, but inducements were greater in another direction. In 1858 he returned to Lowell, and associating himself with his brother (the firm-name being D. S. & G. F. Richardson), began the practice of law, and is so engaged at the present time. Of the character of the firm it is unnecessary to speak, both members being well known to our citizens, who have entrusted each with positions of honor and responsibility.

Mr. Richardson first appeared in the City Council in 1862, as a member of the lower board from Ward Six. He was president of the Council that year and the following (1863) having been re-elected. In 1864 he was elected a member of the Board of Aldermen, in which body he was an active and energetic worker. It will be remembered that during the year there was experienced not a little difficulty in filling the quotas of men for the service asked for by President Lincoln. The "bounty brokers" were doing a large business, and managed to make it profitable, though paying more than \$300 per man. Recruiting was slow in Lowell, for the reason that those who intended to enlist were determined to make the most they could in doing so, and consequently went where they could get the most money. The city had offered \$300, and could go no higher;

but there was nothing that required the bounty to be paid in "greenbacks"; and Mr. Richardson came to the rescue with the proposition to pay \$300 *in gold*. It was received with favor; the offer was made, and as the premium on gold at the time was quite large, the bounty when so paid was a great inducement, stimulated enlisting wonderfully, and Lowell's quota was soon filled. It will not be improper to chronicle the fact, also, that in 1861—just after the breaking out of the war—a company which adopted the name of "Richardson Light Infantry," in compliment to the gentleman of whom we write, was organized in this city, and was the first three years' company from this State to take the field. It afterwards became the Seventh Battery, and thus was lost to some extent its original name.

Mr. Richardson was Mayor in 1867 and '68, and filled the chair acceptably to his fellow-citizens. He readily familiarized himself with the various interests of the city; was quick to comprehend, and prompt to execute, the business of his office, and this spirit he imparted to others about him.

In 1868 he was sent by the Republicans to the National Convention at Chicago, when Gen. Grant was nominated for the Presidency. In 1871 and '72 he represented the people of the Seventh (Middlesex County) District in the Senate of Massachusetts, where he proved to be an efficient and faithful legislator.

By virtue of his offices in the city government, he has four times been a member of the School Committee; he was also two years president of the Middlesex Mechanics' Association. At present he is one of the trustees of the Five Cent Savings Bank; a trustee of the estate (which is very large) of the late Paran Stevens, of Boston, and chairman of the board of trustees of the Nesmith Charity Fund, left by the late Thomas Nesmith, Esq.

As an evidence of Mr. Richardson's legal attainments it need only be said that he has been recently (without solicitation on the part of himself or his personal friends) elected City Solicitor of Lowell. A year or two since, Mr. Richardson went to London, England, as the attorney of a New York firm, in a matter of large importance. Active, energetic, "of good report," and in the prime of life, it is by no means probable that the subject of this sketch is not to have further public experience.

### JONATHAN PHILBRICK FOLSOM.

**1869.** MUNICIPAL GOVERNMENT. *Mayor*—Jonathan P. Folsom. *Aldermen*—Francis Jewett, Henry H. Wilder, Charles L. Hildreth, Cyrus H. Latham, Hapgood Wright, John Q. A. Hubbard, George S. Cheney, Chas. A. Stott. *City Clerk*—John H. McAlvin, resigned. Samuel A. McPhetres, elected. *Common Council*—1, Frederic T. Greenhalge, John H. Durgin, Jr., Patrick Keyes, Benjamin Patch; 2, Joseph A. Patten, Phineas Jones, Francis D. Munn, Amos Sanborn; 3, George W. Badger, Albert A. Haggett, William Walker, George E. Pinkham; 4, William H. Anderson, Simeon G. Lyford, Henry P. Carter, Epaphras A. Hill; 5, William Kelley, Willard A. Brown, William O. Fiske, Edwin Lanson; 6, Francis Brown, Alpha B. Farr, Lucien P. Stacy, William Kittredge. *Clerk*—Geo. Gardner.

**1870.** MUNICIPAL GOVERNMENT. *Mayor*—Jonathan P. Folsom. *Aldermen*—Edw. F. Sherman, F. F. Battles, C. L. Hildreth, A. B. French, Hapgood Wright, J. Q. A. Hubbard, Addison Putnam, C. A. Stott. *City Clerk*—Sam'l A. McPhetres. *Common Council*—1, J. H. Durgin, Jr., Benj. Patch, Patrick Keyes, Samuel G. Ladd; 2, Phineas Jones, John L. Moulton, Patrick Cumiskey, David G. Skillings; 3, Albert A. Haggett, Henry P. Perkins, Hocum Hosford, Matthew Donovan, John L. Meadowcroft; 4, Epaphras A. Hill, Henry P. Carter, Simeon G. Lyford, Michael Corbett; 5, William O. Fiske, Willard A. Brown, James D. Hartwell, Jeremiah Crowley; 6, Alpha B. Farr, William Kittredge, Lucien P. Stacy, John Stott, *Clerk*—George Gardner.

The subject of our sixteenth sketch, Mr. Folsom, was born in the town of Tamworth, N. H., October 9th, 1820. Five years later he went to Great Falls, in the same State, to reside, and that manufacturing town was his home till

1837. In Great Falls there were good schools, and he did not fail to avail himself of the advantages they afforded. From that town he went to Rochester, N. H., where he had his first experience as a clerk in a store.

Mr. Folsom came to Lowell in 1840. He sought and obtained a position in the dry goods store of Dinsmore (J. B.) & Read (Henry), on Merrimack Street. Here he remained about two years, when he went to Alabama, in the capacity of clerk for Mr. James Brazer, brother of our fellow-citizen, Mr. William P. Brazer. While there he was for the first time honored with an office, receiving the appointment of Postmaster of Benson, Alabama—a town even at that day of no inconsiderable importance.

In 1848, preferring to live in New England, Mr. Folsom returned to Lowell. He was at once given a place as clerk in the store of the late Mr. Daniel West, where at the same time ex-Mayor Hosford was employed in a similar capacity. The friendship formed while they were fellow-clerks has existed unbroken to the present time. He remained in this store about two years, acquiring an experience which thoroughly fitted him for the pursuit which he proposed to follow.

January 1st, 1850, Mr. Folsom went into trade for himself, on Merrimack Street; and from that date to the present the dry goods trade has been his calling. He has been faithful to his business, and has had his reward in winning the confidence of his fellow-citizens—undoubtedly also winning a reasonable compensation for time and money invested.

Mr. Folsom appeared first in the city government as a member of the Common Council from Ward Six in 1856; was again elected, from Ward Three, in '67; and in 1859, '61 and '62 was a member of the Board of Aldermen. In 1869 and '70 he filled the Mayor's chair, and proved a safe and effi-

cient officer. During his last year as Mayor, the "irregularity" in the accounts of Mr. Gerrish (city treasurer at the time) were by him brought to light, startling our whole community. The discovery had the effect to inaugurate a safer manner of conducting the financial affairs of our city, which probably has been of advantage. September 15th, 1870, he had the honor of assisting, as Mayor of Lowell, in breaking ground for the Water Works, when operations were begun on the distributing reservoir.

In 1871 and '72 Mr. Folsom was elected a Representative to the Legislature, where he made a creditable record as a constant attendant and good worker. In 1873 he was again a member of the Board of Aldermen. While in the Board in 1862 he was associated with Messrs. Sargeant and Hosford, and the three made a visit to the Union army in Virginia, to personally learn the condition and wants of the Lowell soldiers, to whom they were devoted till the end of the struggle.

Mr. Folsom holds no public office at the present time. He is, however, a director in the (Old) Lowell National Bank and a trustee of the Central Savings Bank. For some eight or ten years he was associated with Mr. George W. Hurd in the dry goods trade in Haverhill, and about the same length of time had as a partner in Lowell Mr. Gordon F. Tucker; but both firms have been dissolved, and he is now in trade in Lowell only, without a partner. The minor positions which he now holds do not at all interfere with his mercantile pursuits, which we trust he will find pleasure and profit in for many years in the future.

## EDWARD FAY SHERMAN.

**1871.** MUNICIPAL GOVERNMENT. *Mayor*—Edward F. Sherman. *Aldermen*—Frank F. Battles, William F. Salmon, John W. Smith, Amos B. French, Albert A. Haggett, Henry C. Howe, Frederick Ayer, Addison Putnam. *City Clerk*—Samuel A. McPhetres. *Common Council*—1, J. H. Durgin, Jr., Samuel G. Ladd, Francis N. J. Haviland, Joel Knapp; 2, William Dobbins, John L. Moulton, Patrick Cumniskey, Amos A. Blanchard; 3, Henry P. Perkins, John L. Meadowcroft, Horace Ela, Julius C. Jockow; 4, Benjamin Walker, Michael Corbett, Francis H. Chandler, Charles T. Goddard; 5, Jeremiah Crowley, Crawford Burnham, Henry C. Church, Patrick Lynch; 6, Leonard Brown, John Stott, Abel T. Atherton, Nathaniel C. Sanborn. *Clerk*—George Gardner.

Mr. Sherman, who filled the office of Mayor but one year, was a native of Acton, in this State, where he was born February 10th, 1821. He was a mere child when with his parents he came to Lowell. Until 1839 he remained in Lowell, and in the schools of our city qualified himself to teach; and a portion of his earnings as teacher he relied on to meet his expenses while in Dartmouth College, which he entered in 1839, graduating in 1843. He was a pupil in the first school opened on the site of the present Green School building. While teaching he was for a time principal of an academy at Canaan, N. H., and still later was in charge of an academy at Pittsfield, Mass. He was also for a time a teacher in New Jersey, and while in that State began the study of law.

About 1846 Mr. Sherman returned to Lowell and entered the office of Hon. Tappan Wentworth, as a student. After completing his studies he was admitted to the bar, and became Mr. Wentworth's partner, with whom he remained some seven or eight years.

In 1855 he was elected secretary of the Traders and Mechanics' Insurance Company, and he held the position some sixteen years. During this time he was for several years a member of the Board of Directors of the Prescott

National Bank, and at a later period was one of the trustees of Mechanics' Savings Bank. In 1861 and '66 he was chosen Representative to the Legislature, where he proved an intelligent and useful member. He was for several years a member of the School Committee, for which position he was eminently qualified. In 1870 he served for the first time in the city government, having been elected a member of the Board of Aldermen.

In the fall of 1870 Mr. Sherman consented to accept the nomination for Mayor, tendered him by a citizens' convention. He was elected, after a spirited canvass, and in due time entered upon the duties of the office, for which he was well qualified. The condition of his health, which had for some years been anything but good, was such as to greatly impair his usefulness; and unfortunately for him, a number of unusual circumstances occurred during the year 1871 which would have severely taxed a better constitution than his.

It will be remembered that in September of the previous year, ground had been broken for the reservoir of the Water Works, and the year following the work of laying the pipes, constructing the filter-gallery, conduit, &c., was entered upon with vigor. In themselves these things added largely to the duties of the Mayor, but an unpleasant controversy arose, which had the effect to augment his labors and perplex his mind. Early in the season, too, the small-pox made its appearance, and not having been met with proper vigor at first, it became formidable, and its spread alarmed the whole city. Mr. Sherman in both these matters was deeply interested, and gave them personal, anxious attention, and that, too, at times when his friends felt that his mind should be free from every perplexing thing. But he could shirk no duty; while strength was left him, he proposed to be faithful to the trust imposed in him. During



at least one-half his term of office he labored under the most serious disadvantages from failing health; and those who knew him best felt that for this reason a majority of his fellow-citizens would never realize the fact that under other circumstances he would have made a record as brilliant as that of the most successful of his predecessors in the Mayor's chair. With lessening strength he from day to day visited the office till relieved by his successor; and then he more rapidly failed, until the end came. He died on the 10th of February, 1872—the fifty-first anniversary of his birth-day.

The death of Mr. Sherman was appropriately noticed by the City Council, the Lowell bar, Traders and Mechanics' Insurance Company, and the Old Residents' Historical Association, of which he was a valuable member. His death touched many interests in Lowell, and carried affliction to many hearts. He will long be remembered by his associates in business and by numerous personal friends.

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**1872.** MUNICIPAL GOVERNMENT. *Mayor*—Josiah G. Peabody. *Aldermen*—Henry C. Howe, Alexander G. Cumnock, Benjamin Patch, Gustavus A. Gerry, Frederick T. North, Benjamin Walker, William Kelley, Alpha B. Farr. *City Clerk*—Samuel A. McPhetres. *Common Council*—1, John E. Webb, Alonzo F. Caswell, Southwell Farrington, T. P. Jordan; 2, Leonard Brown, Amos A. Blanchard, Joseph S. Brown, Earl A. Thissell; 3, Henry P. Perkins, Horace Ela, Julius C. Joekow, Charles F. Tilton; 4, Nathaniel P. Favor, Nathan W. Frye, Henry A. Lord, Alonzo L. Russell; 5, Crawford Burnham, Charles F. Belden, Luther J. Eames, William Shepard; 6, Abel T. Atherton, Nathaniel C. Sanborn, Samuel M. Chase, Julian Talbot. *Clerk*—George Gardner.



## FRANCIS JEWETT.

**1873.** MUNICIPAL GOVERNMENT. *Mayor*—Francis Jewett. *Aldermen*—Jonathan P. Folsom, George Runels, Edward Tuck, Isaac Farrington, William Dobbins, Charles A. F. Swan, Jacob H. Sawyer, Jeremiah Crowley, Alpha B. Farr, George Stevens. *City Clerk*—Samuel A. McPhetres. *Common Council*—1, John E. Webb, Alonzo F. Caswell, Frank Brady, Stephen J. Smiley; 2, Joseph S. Brown, Earl A. Thissell, Daniel Stickney, Edward P. Woods; 3, Albert A. Haggett, Charles F. Tilton, William Bass, James Owens, James A. Loughlin; 4, Atwell F. Wright, Nathaniel P. Favor, Nathan W. Frye, Henry A. Lord; 5, Robert H. Butcher, Charles F. Belden, Jared P. Maxfield, George Smith; 6, Nathaniel C. Sanborn, Samuel M. Chase, George W. S. Hurd, Artemas S. Tyler. *Clerk*—George Gardner.

**1874.** MUNICIPAL GOVERNMENT. *Mayor*—Francis Jewett. *Aldermen*—Jeremiah Crowley, Benj. Walker, Alonzo F. Caswell, Joseph S. Brown, Jonathan Kendall, George L. Huntoon, Nathaniel C. Sanborn, George Stevens. *City Clerk*—Samuel A. McPhetres. *Common Council*—1, Chas. A. Welch, Frank Brady, Stephen J. Smiley, Charles H. Harvey; 2, Daniel Stickney, Edward P. Woods, Charles J. Eastman, Edward E. Reed; 3, J. C. Jockow, James Owens, James A. Loughlin, George W. Tilton; 4, Chas. T. Goddard, Nathan W. Frye, Jacob H. Sawyer, Julian A. Richardson; 5, Jared P. Maxfield, John B. Lyford, Samuel P. Marin, John Scott; 6, Geo. W. S. Hurd, Joel A. Abbott, Thomas Carolin, Jason Fuller. *Clerk*—Geo. Gardner, died. David Chase, elected.

**1875.** MUNICIPAL GOVERNMENT. *Mayor*—Francis Jewett. *Aldermen*—Benjamin Walker, John A. Goodwin, Hapgood Wright, A. B. Richardson, Jacob Rogers, Joseph S. Brown, James Owens, Samuel A. Chase. *City Clerk*—Samuel A. McPhetres. *Common Council*—1, Charles A. Welch, Charles H. Harvey, John F. Howard, John W. Welch; 2, Earl A. Thissell, Edward E. Reed, William A. Read, Leavitt R. J. Varnum; 3, Albert A. Haggett, George W. Tilton, Charles Cowley, Thomas R. Garity; 4, Josiah Butler, Francis Carll, Edward P. Dennis, Edward Stockman; 5, James D. Hartwell, John B. Lyford, Orford R. Blood, Charles W. Sleeper; 6, Joel A. Abbott, Thos. Carolin, Jason Fuller, A. D. Wright. *Clerk*—David Chase.

Mr. Jewett was born in the town of Nelson, Cheshire County, N. H., September 19th, 1820. All his early life was spent on a farm. Being an only son, and his father incapacitated from labor in consequence of lameness, for many years the responsibility of the management of the farm came upon the son. During this time he had the ad-

vantages of the common district school of the neighborhood, attended the town High School as much as was practicable, and was for two terms a pupil in the Baptist Seminary at Hancock. He early acquired habits of industry, and as he grew to manhood, exhibited a degree of energy and a business capacity which in later years won for him an enviable position in a community of active, enterprising men. There are few young men to-day, in any quarter of New England, laboring harder, or for smaller remuneration, than did the subject of this sketch through all his early life. He had attained his majority before relieved of the care of his father's farm, but he did not, when the responsibility was removed, abandon farming; that pursuit he continued until he was twenty-eight years of age. In the mean time he had bought a farm of one hundred and twenty acres, which for a number of years he managed successfully.

Mr. Jewett occupied a prominent position among his townsmen, and was twice elected a member of the Board of Selectmen—an office that would have been longer urged upon him but for an important (to him) change which took place about this time. When twenty-eight years of age (in 1848,) Mr. Jewett engaged himself for three months to Mr. Clement Upham, of Chelmsford, at \$15 per month and board. His employer was a butcher, and here he obtained his first practical experience in the business. The following year he was employed by Mr. Griffin Parker, of the same place, when his services were considered worth \$30 per month, he having shown capacities for business which made him valuable at double the wages he received at first.

Mr. Jewett found employment at Middlesex Village each fall and winter—spending the spring and summer months on his farm, which he had not yet abandoned—until September, 1850, when, with a cash capital of \$200, he began to butcher on his own account, in Middlesex Village—now

a part of Lowell. He remained there, his business all the time increasing, about seven years. Twenty years later he moved into Lowell, buying the property where he now resides (which, however, he has vastly improved), and where he renewed his calling under better advantages and with enlarged facilities. At the present time, however, his business bears but little resemblance to what it was when he first commenced, or indeed to what it was only a short time ago.

Mr. Jewett made his first appearance in public office in Lowell in 1864, as Councilman from Ward Four. He was in the same body the following year; and in 1868 and '69 was a member of the Board of Aldermen. Three years elapsed, and he found himself promoted again; this time he was in the Mayor's chair. He was re-elected in the fall of 1873 by a vote of 3390, there being but 3 ballots against him. In 1874, when he was a third time chosen Mayor, in a total vote of 4597 Mr. Jewett had the surprising majority of 1835. It is needless to say that his fellow-citizens entirely endorsed his administration. One of the most important measures of his administration as Mayor was the settlement of the claims of the Manufacturing Corporations for damages for both land and water for the Lowell Water Works. This was done in the last days of his last term, after strenuous and persistent urging, when \$50,000 was paid for all desirable facilities for using the water of the Merrimack River for domestic purposes for all time. A question which had given great anxiety to many of our citizens was thus happily settled, greatly to the credit of Mayor Jewett's administration.

Mr. Jewett has long been a director of the Wamesit National Bank, and is also a trustee of the Merrimack River Savings Bank. He has always been an industrious, hard-working man—straightforward and reliable in his business

transactions, and in the full enjoyment of the confidence of a large class of our citizens, with whom he has for years been brought in contact.

### CHARLES ADAMS STOTT.

**1876.** MUNICIPAL GOVERNMENT. *Mayor*—Charles A. Stott. *Aldermen*—John A. Goodwin, Charles F. Belden, Henry A. Hildreth, Francis Carll, Jacob Rogers, George E. Stanley, William H. Wiggin, Albert A. Haggett. *City Clerk*—Samuel A. McPhetres. *Common Council*—1, John W. Welch, Lewis Stiles, Daniel W. Manning, John F. Howard; 2, Leavitt R. J. Varnum, William A. Read, Charles Callahan, Charles E. Hallowell; 3, Charles Cowley, Charles H. Kimball, Charles Runels, William H. Grady; 4, Edward Stockman, Gardner W. King, Charles D. Starbird, Stephen H. Jones; 5, Orford R. Blood, John F. Kimball, Charles H. Hanson, M. G. Perkins; 6, Charles H. Walker, John J. Pickman, Benjamin C. Dean, Edwin Sanborn. *Clerk*—David Chase.

The nineteenth Mayor of Lowell, Maj. Charles A. Stott, was born on River Street, which was then in the town of Dracut, August 18th, 1835. Of all the Mayors during the forty years Lowell has been a city, the subject of this sketch is the first one that was born on soil now within the city limits. He was not only born here, but has been very little away. He was educated in the Lowell public schools, passing from the Moody Grammar to the High School, where he made a good record and graduated with honors. After quitting school he was for one year a clerk in the counting-room of the Merrimack Manufacturing Company, and afterward became clerk and paymaster of the Belvidere Woolen Mills, of which his father was proprietor and operator.

During the early part of the rebellion, Maj. Stott took a lively interest in our local military affairs, and assisted in obtaining enlistments for the Sixth Regiment of nine months' men, in which he served as Major; and during its campaign

he saw the realities and hardships of war. The campaign lasted from August 31st, 1862, to June 3rd, 1863, and was participated in by several hundred Lowell men.

After leaving the service Maj. Stott built the flannel manufactory, on Lawrence Street, which bore his name and was for a time by him operated. It was eventually sold, and is now known as the Sterling Mills. Since disposing of his mill, he has been general superintendent of the extensive works known as the Belvidere Woolen Manufacturing Company, which was established by his father, Charles Stott, Esq., who still is at its head. It has been one of the most successfully-managed manufactories in Lowell, and has been of much importance to our city. Within the past two years he has built for himself a home on Nesmith Street, which is the equal of the best residences in Belvidere.

Maj. Stott was first in the city government in 1859 as a member of the Common Council from Ward Six. He was re-elected for the following year, and in 1869 was a member of the Board of Aldermen, and re-elected for 1870. He occupied the position of chairman of the Committee on Fire Department, and the last year he was in the Board was on the Committee on Water Works.

In 1866 he was elected a Representative to the Legislature; but the position seriously interfering with his duties in connection with manufacturing, he declined to be a candidate for re-election.

Maj. Stott has been prominent in the Masonic order, and in 1874-'75 occupied the important position of Grand Commander of the Grand Commandery of Knights Templar of Massachusetts and Rhode Island.

In December last (1875) he was elected Mayor by a handsome majority after a lively contest; and on the first of January, 1876, entered upon his career as Mayor under favorable auspices and with the best wishes of our most worthy citizens.

## NOTE.

FRANCIS CABOT LOWELL.\*

Under the date of January 21st, 1876, the Hon. John Amory Lowell, of Boston, says :

“ Francis C. Lowell, a son of the late Francis C. Lowell, was the first treasurer of the Amoskeag Manufacturing Company, treasurer of the Merrimack Manufacturing Company, and actuary of the Massachusetts Hospital Life Insurance Company. He was born in 1802, and graduated at Harvard College in 1821. His connection with Manchester gives him a place among the pioneers of the cotton manufacture in New England.”

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\* For biographical sketch, see page 73.

CONTRIBUTIONS

—OF—

THE OLD RESIDENTS'

Historical Association,

LOWELL, MASS.

ORGANIZED DECEMBER 21, 1868.

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No. 3.

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PUBLISHED BY THE ASSOCIATION,  
AUGUST, 1877.

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## OFFICERS.

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JOHN O. GREEN, PRESIDENT.

A. L. BROOKS, VICE-PRESIDENT.

ALFRED GILMAN, SECRETARY.

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## EXECUTIVE COMMITTEE.

WARD ONE.

J. W. SMITH,

CHARLES HOVEY.

WARD TWO.

JOSHUA MERRILL,

DARIUS WHITHED.

WARD THREE.

HAPGOOD WRIGHT,

ALFRED GILMAN.

WARD FOUR.

EDWARD F. WATSON,

BENJAMIN WALKER.

WARD FIVE.

J. G. PEABODY, CH.

CHARLES MORRILL.

WARD SIX.

WILLIAM KITTREDGE,

EDW. B. HOWE, Sec'y.

## LIST OF MEMBERS.

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The figures in the first column indicate date of birth; those in the second column, date of arrival in Lowell.

Abbott, Hermon.....	1811.....	1827
Adams, Smith.....	1809.....	1833
Ames, Jacob.....	1816.....	1833
Atkinson, J. V. (died 1874).....	1787.....	1824
Allen, Otis.....	1808.....	1828
Abbott, Ziba.....	1800.....	1830
Ayer, James C.....	1819.....	1836
Adams, John.....	1805.....	1821
Bancroft, Jefferson.....	1803.....	1824
Bancroft, Selwin (died 1871).....	1805.....	1826
Battles, Charles F. (died 1870).....	1818.....	1832
Bedlow, Joseph.....	1795.....	1826
Bellows, S. M.....	1810.....	1830
Bennett, W. S.....	1814.....	1830
Bennett, Wilder.....	1813.....	1832
Brooks, A. L.....	1803.....	1832
Brabrook, J. A.....	1806.....	1832
Brown, William.....	1799.....	1826
Brownell, George (died 1872).....	1793.....	1824
Bullens, J. M.....	1804.....	1829
Bowers, James (died 1873).....	1787.....	1787
Bailey, Manassch (died 1872).....	1792.....	1827
Barnes, Henry H.....	1815.....	1829
Batchelder, Samuel, Cambridge (honorary), ———.....	———.....	———
Bragdon, George.....	1800.....	1825
Butcher, John.....	1803.....	1828
Buttrick, J. A.....	1813.....	1839
Bradt, Garritt J. (died 1876).....	1810.....	1827
Brown, D. C.....	1814.....	1836
Brown, Leonard.....	1821.....	1842

Brown, Willard.....	1794.....	1834
Brown, Willard A.....	1828.....	1834
Bullard, Otis.....	1809.....	1831
Barnard, B. F.....	1824.....	1843
Brown, Ephraim.....	1819.....	1845
Beck, Samuel.....	1821.....	1838
Brigham, Danforth P. (died 1875).....	1803.....	1829
Brown, William (died 1875).....	1802.....	1840
Butterfield, Ralph.....	1818.....	1818
Baron, George.....	1825.....	1826
Bartlett, D. B.....	1822.....	1846
Boyden, Erastus.....	1821.....	1846
Batchelder, Asahel G.....	1820.....	1845
Berry, Charles R.....	1819.....	1838
Billings, John.....	1808.....	1825
Coburn, Franklin.....	1817.....	1817
Collins, David M.....	1816.....	1829
Cushing, Stephen (died 1861).....	1797.....	1823
Clark, Jeremiah.....	1815.....	1834
Chesley, John T. (died 1872).....	1817.....	1835
Currier, John.....	1810.....	1830
Cushing, Daniel.....	1806.....	1835
Chase, John K.....	1813.....	1834
Clark, Dustin.....	1810.....	1827
Cook, James.....	1794.....	1830
Conant, Abel E.....	1829.....	1834
Clifford, Weare (died 1872).....	1816.....	1834
Clough, Nathan.....	1812.....	1832
Chambers, Cyrus (died 1875).....	1796.....	1796
Converse, Samuel.....	1808.....	1826
Cooper, Isaac.....	1806.....	1835
Conant, Abel (died 1875).....	1784.....	1820
Crane, J. E. (died 1876).....	1821.....	1841
Currier, Jacob B.....	1829.....	1848
Crosby, Sylvester (died 1877).....	1804.....	1832
Chase, Warren E.....	1830.....	1830
Coburn, Charles B.....	1813.....	1813
Dillingham, Artemas.....	1805.....	1829
Davis, Sidney.....	1815.....	1815
Davis, Elisha.....	1799.....	1799

Deming, Isaac.....	1805	1827
Davis, Elisha L. (died 1876).....	1810	1832
Deming, C. W. (died 1876).....	1839	1839
Edson, Theodore.....	1793	1824
Edwards, Jabez.....	1815	1834
Emery, Henry.....	1814	1845
Elliott, G. M.....	1839	1839
Fifield, Edward.....	1809	1832
Fellows, J. K.....	1809	1827
Farrington, Daniel.....	1801	1822
Fay, Samuel.....	1817	1833
Fiske, William.....	1806	1828
French, J. B. (died 1876).....	1799	1824
Freeman, S. J.....	1814	1836
Fiske, George W.....	1812	1833
Fitts, Isaac N.....	1808	1828
French, Thomas T.....	1814	1827
Fox, Jesse (died 1870).....	1786	1823
Fox, Gustavus V.....	1821	1823
Favor, Nathaniel B.....	1806	1829
Fernald, Mark (died 1873).....	1803	1840
Fletcher, Horatio.....	1796	1841
Francis, James B.....	1815	1834
Frye, Frederick.....	1824	1838
French, Amos B.....	1812	1824
French, Abram.....	1803	1835
Fisher, Samuel S.....	1801	1824
Fielding, H. A.....	1828	1832
Fletcher, Warren.....	1821	1837
Fletcher, William.....	1791	1791
Fletcher, Edmund D.....	1824	1838
Gates, Josiah.....	1805	1823
Green, John O.....	1799	1822
Graves, John W. (died 1873).....	1810	1826
Gray, William C.....	1808	1829
Greenleaf, D. G.....	1808	1829
Gove, David.....	1802	1826
Gilman, Alfred.....	1812	1829
Green, Amos.....	1799	1825
Goodale, William.....	1813	1840

Gage, James U.....	1824.....	1830
Goodspeed, Calvin.....	1806.....	1829
Gibby, Samuel J.....	1821.....	1831
Griffith, John.....	1814.....	1845
Howe, E. B.....	1816.....	1826
Hovey, Charles.....	1817.....	1832
Horn, Samuel.....	1806.....	1828
Hopkins, James.....	1806.....	1832
Hatch, G. S.....	1819.....	1834
Hunt, E. S.....	1815.....	1833
Hulme, James (died 1871).....	1813.....	1833
Hodge, J. A.....	1815.....	1835
Hovey, William.....	1802.....	1834
Howe, Jeroboam.....	1800.....	1821
Hale, B. S.....	1808.....	1808
Hadley, John (died 1876).....	1804.....	1825
Hill, Benjamin C.....	1820.....	1834
Hapgood, Ephraim (died 1874).....	1812.....	1833
Holton, Frederick.....	1815.....	1840
Howes, Samuel P.....	1809.....	1838
Hobson, George.....	1826.....	1833
Hedrick, George.....	1809.....	1831
Howe, James M.....	1811.....	1831
Howe, Lorenzo G.....	1810.....	1832
Hazeltine, G. W.....	1810.....	1841
Hancock, Levi.....	1814.....	1837
Hovey, Cyrus.....	1813.....	1844
Howe, Augustus J.....	1836.....	1836
Holt, Joseph S.....	1811.....	1827
Hutchinson, Reuben M.....	1807.....	1825
Huse, Jesse.....	1802.....	1845
Jewett, J. P. (died 1870).....	1808.....	1833
Jaques, John S.....	1812.....	1832
Kittredge, William.....	1810.....	1822
Knowles, J. A.....	1800.....	1827
Knapp, Daniel (died 1876).....	1808.....	1829
Kimball, John F.....	1824.....	1824
Kent, James (died 1876).....	1800.....	1835
Kimball, Gilman.....	1805.....	1830
Kittredge, Jeduthau (died 1875).....	1800.....	1840



Kimball, Durrell.....	1810.....	1831
Kittredge, Daniel.....	1806.....	1833
Kidder, Samuel.....	1821.....	1843
Kittredge, Abner.....	1807.....	1831
Kidder, John.....	1805.....	1823
Lawson, Peter.....	1813.....	1827
Lesure, A. P.....	1812.....	1831
Lawson, Thomas B.....	1807.....	1842
Lawrence, Samuel.....	1823.....	1841
Lawrence, Samuel, Stockbridge (honorary) ...	—.....	—
Libbey, Isaac M.....	1808.....	1835
Merrill, Joshua.....	1802.....	1827
Mathews, Abraham.....	1804.....	1829
Morrill, Charles.....	1818.....	1823
McAlvin, J. B.....	1800.....	1834
McEvoy, Hugh.....	1808.....	1828
McArthur, William.....	1825.....	1829
Moar, Stephen (died 1876).....	1810.....	1831
Manahan, Samuel T.....	1805.....	1845
Morrison, J. G.....	1822.....	1840
Munroe, Charles.....	1800.....	1845
Mack, Sewall G.....	1813.....	1840
Morse, J. N... ..	1820.....	1842
Morrill, N. W.....	1821.....	1839
Marshall, Bradley.....	1817.....	1836
Mitchell, Daniel F. (died 1877).....	1823.....	1845
Morse, W. W.....	1819.....	1834
Motley, George.....	1808.....	1827
McFarlin, Luke.....	1810.....	1810
Manahan, Mark.....	1809.....	1832
McKissock, Robert.....	1818.....	1852
Mallard, Albert.....	1807.....	1833
Nichols, C. C.....	1809.....	1829
Nichols, William.....	1818.....	1828
Nesmith, Thomas (died 1870).....	1788.....	1833
Nowell, Foster.....	1814.....	1833
Nichols, Alanson (died 1874).....	1815.....	1836
Nash, James W.....	1823.....	1848
Nute, Andrew T.....	1805.....	1832

Nichols, Jacob.....	1814.....	1832
Nichols, Gilman N.....	1803.....	1829
Norris, G. W.....	1819.....	1837
Orange, H. S.....	1815.....	1834
Ordway, H. M.....	1825.....	1825
Pillsbury, Harlin (died 1877).....	1797.....	1827
Pearl, F. F.....	1812.....	1833
Place, Isaac (died 1872).....	1810.....	1834
Patch, E. B.....	1806.....	1831
Peabody, J. G.....	1808.....	1824
Parkhurst, Matthias (died 1877).....	1795.....	1823
Parmenter, Horace.....	1808.....	1832
Perkins, M. G.....	1819.....	1836
Page, Jonathan.....	1809.....	1823
Pratt, Thomas.....	1805.....	1832
Peabody, James M. (died 1873).....	1818.....	1832
Paul, Thomas (died 1876).....	1821.....	1827
Parks, George.....	1813.....	1834
Powers, Joel.....	1803.....	1842
Pearson, George W.....	1825.....	1825
Piper, Isaac B.....	1814.....	1832
Read, E. M.....	1800.....	1828
Richardson, E. G.....	1809.....	1830
Russell, J. S.....	1807.....	1835
Roby, A. B.....	1809.....	1830
Roper, George W. (died 1877).....	1813.....	1830
Richardson, Daniel L. (died 1875).....	1809.....	1828
Richardson, O. A.....	1809.....	1832
Richardson, Luther.....	1811.....	1835
Rand, James H.....	1813.....	1830
Raynes, Joseph.....	1814.....	1831
Rand, Enoch S.....	1818.....	1835
Read, Henry.....	1804.....	1834
Rugg, S. P.....	1807.....	1832
Rice, Jonathan (died 1876).....	1818.....	1839
Richards, John.....	1808.....	1835
Simonds, S. B.....	1806.....	1831
Sherman, E. F. (died 1872).....	1821.....	1824

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Spalding, Joel.....	1820.....	1820
Sawtell, J. A.....	1823.....	1830
Smith, J. W.....	1816.....	1835
Stevens, Levi B.....	1815.....	1833
Stearns, Erastus.....	1807.....	1830
Spalding, Weld.....	1798.....	1822
Sprague, Levi.....	1810.....	1827
Staples, Nathaniel T.....	1815.....	1835
Stevens, Solon.....	1801.....	1825
Sauborn, Page.....	1798.....	1836
Snell, Orlando.....	1825.....	1847
Stone, Zina E.....	1824.....	1842
Short, Josiah E.....	1809.....	1827
Streeter, Holland.....	1811.....	1832
Smith, William M.....	1803.....	1836
Sargent, E. M.....	1820.....	1833
Stanley, George W.....	1811.....	1832
Shattuck, Horace B.....	1825.....	1826
Swan, Albert G.....	1826.....	1826
Stacy, Lucien P.....	1821.....	1844
Sheldon, Abiel W.....	1820.....	1838
Spofford, Frederic A.....	1818.....	1845
Savory, C. A.....	1813.....	1849
Shattuck, George W.....	1822.....	1825
Scadding, Aaron.....	1804.....	1829
Stott, Charles.....	1799.....	1835
Southwick, John R.....	1818.....	1839
Sanborn, E. A.....	1820.....	1846
Scott, James.....	1817.....	1841
Smith, John (died 1877).....	1805.....	1831
Tower, James.....	1796.....	1826
Tnfts, Edward (died 1875).....	1806.....	1828
Tuck, Edward.....	1806.....	1828
Tyler, Silas (died 1875).....	1793.....	1793
Tyler, Jonathan.....	1790.....	1790
Tyler, Artemas S.....	1824.....	1824
Tripp, John.....	1807.....	1825
Trueworthy, James B.....	1828.....	1848
Thompson, J. P.....	1830.....	1848
Varnum, Atkinson C.....	1828.....	1828

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Wilkins, George.....	1818.....	1839
Winslow, George.....	1804.....	1829
Wright, Hapgood.....	1811.....	1828
Webster, William P. (died 1877).....	1818.....	1823
Waugh, John (died 1872).....	1795.....	1822
Watson, E. F.....	1807.....	1832
Whittier, Moses.....	1795.....	1829
Whithed, Darius.....	1809.....	1831
Welch, W. C.....	1814.....	1830
Webber, J. P. (died 1875).....	1801.....	1828
Walker, Benjamin.....	1822.....	1826
Wheeler, Albert (died 1876).....	1813.....	1823
Wood, Samuel (died 1874).....	1786.....	1823
Williams, S. M.....	1794.....	1824
Watson, James.....	1818.....	1835
Wood, Samuel N.....	1821.....	1822
Wood, William.....	1819.....	1819
Whipple, Oliver M. (died 1872).....	1794.....	1818
Washburn, J. M. (died 1875).....	1812.....	1829
Winn, Parker (died 1877).....	1800.....	1824
Wright, A. C.....	1819.....	1833
Welch, Charles A.....	1824.....	1834
Worthen, George W.....	1815.....	1833
Worcester, Leonard.....	1813.....	1846
Wood, Robert.....	1820.....	1842
Wiggin, Andrew J.....	1815.....	1836
Wood, Charles.....	1817.....	1836
Wright, Nathan M.....	1815.....	1831
Wilder, Charles H.....	1805.....	1832
Ward, S. L.....	1826.....	1843
Webster, George.....	1810.....	1825
Wright, John F.....	1818.....	1831
Wilson, Edwin T.....	1812.....	1826
Watson, Shepard.....	1815.....	1831
Willoughby, B. L.....	1807.....	1841
Wing, True.....	1816.....	1841
Wallace, D. R.....	1823.....	1847





*XV. Patrick T. Jackson (with Likeness), by  
Hon. John A. Lowell.*

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THE rapid development of the natural resources of the United States, within the last half century; the material, intellectual, and, in some points of view, the moral progress witnessed throughout our land, have attracted the attention of the philosophers of Europe, and given rise to many ingenious, and some profound disquisitions. The nature of our institutions has been differently viewed, according to the partiality of the observers. With some, what was admitted to be good, has been attributed to a happy chance; while a great preponderance of evil, inseparable from republican institutions, has been supposed to be lurking in the background, ready, at some not very distant day, to neutralize or overpower all these apparent advantages. With others, the inherent energy of free institutions has been the assumed explanation of all that was admirable in our progress, and a future of still increasing prosperity fondly predicted.

To those of us who are accustomed to regard man less as a mere machine, the plaything of external circumstances; who view him as a being of strong powers and high responsibilities, the solution will be different. We shall recur to the history of New England, and trace, in the stern energy of the virtues of its founders, the cause, at once, of our institutions and of our success.

Not all the constitutions of the Abbe Sieyes could in-

spire the French people with a love of genuine liberty. The degraded descendants of the heroic Spaniards will crouch under military despotism, or bow to a foreign invader, in spite of the best-worded "pronunciamentos" of a Santa Anna, or a Bolivar.

These views, confirmed by all history, are full of hope and of warning—of hope, in the future destiny of our race, depending, as it thus does, on our own moral and intellectual exertions, and not on the varying phases of external condition; of warning, that we do not, in blind reliance upon the advantages of our position, relax our vigilance and our efforts.

In this point of view, we may contemplate with advantage the personal history of those men, who, by their talents, their high standard of honor, their unwearied industry, have contributed to the material prosperity of our country in their own time, and have pointed out to those who came after them that the true path to success lies in an undeviating adherence to the purest and noblest principles of action.

These reflections are immediately suggested by the recent loss of one among us, who, in an eminent degree, united all these qualities. To a Bostonian, it will hardly be necessary to say that I refer to Patrick T. Jackson; so associated is his very name with public enterprise, purity of purpose, vigor of resolution, and kindness of feeling. To those who have not enjoyed with us the privilege of his society and his example, a short account of his personal history may not be unacceptable.

Patrick Tracy Jackson was born at Newburyport, on the 14th of August, 1780. He was the youngest son of the Hon. Jonathan Jackson, a member of the Continental Congress in 1782, Marshal of the District of Massachusetts under Washington, first Inspector, and afterward Super-



visor of the Internal Revenue, Treasurer of the Commonwealth for five years, and, at the period of his death, Treasurer of Harvard College; a man distinguished among the old-fashioned gentlemen of that day for the dignity and grace of his deportment, but much more so for his intelligence, and the fearless, almost Roman inflexibility of his principles.

His maternal grandfather, from whom he derived his name, was Patrick Tracy, an opulent merchant of Newburyport—an Irishman by birth, who, coming to this country at an early age, poor and friendless, had raised himself, by his own exertions, to a position which his character, universally esteemed by his fellow-citizens, enabled him adequately to sustain.

The subject of this memoir received his early education at the public schools of his native town, and afterward at Dunmore Academy. When about fifteen years old, he was apprenticed to the late William Bartlett, then the most enterprising and richest merchant of Newburyport, and since well known for his munificent endowment of the institution at Andover. In this new position, which, with the aristocratic notions of that day, might have been regarded by some youth as derogatory, young Patrick took especial pains to prove to his master that he had not been educated to view anything as disgraceful which it was his duty to do. He took pride in throwing himself into the midst of the labor and responsibility of the business. In so doing he gratified a love of activity and usefulness, which belonged to his character, at the same time that he satisfied his sense of duty. And yet, while thus ready to work, he did not lose his keen relish for the enjoyments of youth; and would often, after a day of intense bodily labor, be foremost in the amusements of the social circle in the evening.

He soon secured the esteem and confidence of Mr. Bartlett, who intrusted to him, when under twenty years of age, a cargo of merchandise for St. Thomas, with authority to take the command of the vessel from the captain, if he should see occasion.

After his return from this voyage, which he successfully conducted, an opportunity offered for a more extended enterprise. His brother, Captain Henry Jackson, who was about six years older than himself, and to whom he was warmly attached, was on the point of sailing for Madras and Calcutta, and offered to take Patrick with him as captain's clerk. The offer was a tempting one. It would open to him a branch of commerce in which his master, Bartlett, had not been engaged, but which was, at that time, one of great profit to the enterprising merchants of this country. The English government then found it for their interest to give us great advantages in the Bengal trade; while our neutral position, during the long wars of the French revolution, enabled us to monopolize the business of supplying the continent of Europe with the cotton and other products of British India. An obstacle, however, interposed—our young apprentice was not of age; and the indentures gave to his master the use of his services till that period should be completed. With great liberality, Mr. Bartlett, on being informed of the circumstances, relinquished his claim.

It was very nearly the first day of the present century, when Mr. Jackson commenced his career as a free man. Already familiar with many things pertaining to a sea life, he occupied his time on board ship in acquiring a knowledge of navigation and of seamanship. His brother, who delighted in his profession, and was a man of warm and generous affections, was well qualified and ready to instruct him. These studies, with his previous mercantile experience, justified him, on his return from India, in offering to

take charge of a ship and cargo in the same trade. This he did, with complete success, for three successive voyages, and established his reputation for enterprise and correctness in business.

On the last of these occasions, he happened to be at the Cape of Good Hope when that place was taken from the Dutch by the English, under Sir David Baird, in January, 1806. This circumstance caused a derangement in his mercantile operations, involving a detention of about a year at the Cape, and leading him subsequently to embark in some new adventures; and he did not reach home until 1808, after an absence of four years.

Having now established his reputation, and acquired some capital, he relinquished the sea, and entered into commercial pursuits at Boston. His long acquaintance with the India trade eminently fitted him for that branch of business; and he had the support and invaluable counsels of his brother-in-law, the late Francis C. Lowell. He entered largely into this business, both as an importer and speculator. The same remarkable union of boldness and sound judgment, which characterized him in later days, contributed to his success, and his credit soon became unbounded. In 1811, at a moment when his engagements were very large, and when the state of the country was such, in its foreign relations, as to call for the greatest circumspection, a sudden check was given to his credit by the failure of a house in the same branch of business, with whom he was known to be extensively connected. His creditors became alarmed, and there were not wanting those who said that he ought instantly to fail. Mr. Jackson acted, under this emergency, with his usual promptness and resolution. He called upon some of his principal creditors, made a most lucid exposition of the state of his affairs, and showed that, if allowed to manage them in his own way,

his means were abundantly sufficient; while, so great was the amount of his liabilities, that, under the charge of assignees, not only might all his hard earnings be swept away, but the creditors themselves be the sufferers. So admirably had his accounts been kept, and so completely did he show himself to be master of his business, that the appeal was irresistible. He was allowed to go on unmolested, and the event justified the confidence reposed in him. One of his largest creditors, the late William Pratt, Esq., was so pleased with his deportment on this occasion, that he not only cheerfully acquiesced in the decision, but offered him any pecuniary aid he might require. This was no trifling proof of confidence, when the amount of his liabilities, compared to his capital, at this dark and troublesome period, is taken into view. In the end, he gained reputation and public confidence by the circumstances that had threatened to destroy them. Within a year, all the embarrassments that had menaced him had passed away, and he continued largely engaged in the India and Havana trades, till the breaking out of the war in 1812. At this period, circumstances led him into a new branch of business, which influenced his whole future life.

Mr. Lowell had just returned to this country, after a long visit to England and Scotland. While abroad, he had conceived the idea that the cotton manufacture, then almost monopolized by Great Britain, might be advantageously prosecuted here. The use of machinery was daily superseding the former manual operations; and it was known that power-looms had recently been introduced, though the mode of constructing them was kept secret. The cheapness of labor, and abundance of capital, were advantages in favor of the English manufacturer—they had skill and reputation. On the other hand, they were burdened with the taxes of a prolonged war. We could obtain the raw mate-

rial cheaper, and had a great superiority in the abundant water-power, then unemployed, in every part of New England. It was also the belief of Mr. Lowell, that the character of our population, educated, moral, and enterprising as it then was, could not fail to secure success, when brought into competition with their European rivals; and it is no small evidence of the far-reaching views of this extraordinary man, and his early colleagues, that their very first measures were such as should secure that attention to education and morals among the manufacturing population, which they believed to be the corner-stone of any permanent success.

Impressed with these views, Mr. Lowell determined to bring them to the test of experiment. So confident was he in his calculations, that he thought he could in no way so effectually assist the fortunes of his relative, Mr. Jackson, as by offering him a share in the enterprise. Great were the difficulties that beset the new undertaking. The state of war prevented any communication with England. Not even books and designs, much less models, could be procured. The structure of the machinery, the materials to be used in the construction, the very tools of the machine-shop, the arrangement of the mill, and the size of its various apartments—all these were to be, as it were, re-invented. But Mr. Jackson's was not a spirit to be appalled by obstacles. He entered at once into the project, and devoted to it, from that moment, all the time that could be spared from his mercantile pursuits.

The first object to be accomplished, was to procure a power-loom. To obtain one from England was, of course, impracticable; and, although there were many patents for such machines in our Patent Office, not one had yet exhibited sufficient merit to be adopted into use. Under these circumstances, but one resource remained—to invent one

themselves; and this these earnest men at once set about. Unacquainted as they were with machinery, in practice, they dared, nevertheless, to attempt the solution of a problem that had baffled the most ingenious mechanics. In England the power-loom had been invented by a clergyman, and why not here by a merchant? After numerous experiments and failures, they at last succeeded, in the autumn of 1812, in producing a model which they thought so well of as to be willing to make preparations for putting up a mill, for the weaving of cotton cloth. It was now necessary to procure the assistance of a practical mechanic, to aid in the construction of the machinery; and the friends had the good fortune to secure the services of Mr. Paul Moody, afterward so well known as the head of the machine-shop at Lowell.

They found, as might naturally be expected, many defects in their model loom; but these were gradually remedied. The project hitherto had been exclusively for a weaving-mill, to do by power what had before been done by hand-loom. But it was ascertained, on inquiry, that it would be more economical to spin the twist, rather than to buy it; and they put up a mill for about one thousand seven hundred spindles, which was completed late in 1813. It will probably strike the reader with some astonishment to be told that this mill, still in operation at Waltham, was probably the first in the world that combined all the operations necessary for converting the raw cotton into finished cloth. Such, however, is the fact, as far as we are informed on the subject. The mills in this country—Slater's, for example, in Rhode Island—were spinning-mills only; and in England, though the power-loom had been introduced, it was used in separate establishments, by persons who bought, as the hand-weavers had always done, their twist of the spinners.

Great difficulty was at first experienced at Waltham, for the want of a proper preparation (sizing) of the warps. They procured from England a drawing of Horrock's dressing-machine, which, with some essential improvements, they adopted, producing the dresser now in use at Lowell and elsewhere. No method was, however, indicated in this drawing for winding the threads from the bobbins on the beam; and to supply this deficiency, Mr. Moody invented the very ingenious machine called the warper. Having obtained these, there was no further difficulty in weaving by power-looms.

There was still greater deficiency in the preparation for spinning. They had obtained from England a description of what was then called a bobbin and fly, or jack-frame, for spinning roving; from this Mr. Moody and Mr. Lowell produced our present double-speeder. The motions of this machine were very complicated, and required nice mathematical calculations. Without them, Mr. Moody's ingenuity, great as it was, would have been at fault. These were supplied by Mr. Lowell. Many years afterward, and after the death of Mr. Lowell, when the patent for the speeder had been infringed, the late Dr. Bowditch was requested to examine them, that he might appear as a witness at the trial. He expressed to Mr. Jackson his admiration of the mathematical power they evinced; adding, that there were some corrections introduced that he had not supposed any man in America familiar with but himself.

There was also great waste and expense in winding the thread for filling or weft from the bobbin on to the quills, for the shuttle. To obviate this, Mr. Moody invented the machine known here as the filling-throstle.

It will be seen, by this rapid sketch, how much there was at this early period to be done, and how well it was accomplished. The machines introduced then, are those



still in use in New England—brought, of course, to greater perfection in detail, and attaining a much higher rate of speed, but still substantially the same.

Associating with themselves some of the most intelligent merchants of Boston, they procured, in February, 1813, a charter, under the name of the Boston Manufacturing Company, with a capital of one hundred thousand dollars. Success crowned their efforts, and the business was gradually extended to the limit of the capacity of their water-power.

Mr. Lowell died in 1817, at the age of forty-two; satisfied that he had succeeded in his object, and that the extension of the cotton manufacture would form a permanent basis of the prosperity of New England. He had been mainly instrumental in procuring from Congress, in 1816, the establishment of the minimum duty on cotton cloth; an idea which originated with him, and one of great value, not only as affording a certain and easy collected revenue, but as preventing the exaction of a higher and higher duty, just as the advance in the cost abroad renders it more difficult for the consumer to procure his necessary supplies.

It is not surprising that Mr. Lowell should have felt great satisfaction at the result of his labors. In the establishment of the cotton manufacture, in its present form, he and his early colleagues have done a service not only to New England, but to the whole country, which perhaps will never be fully appreciated. Not by the successful establishment of this branch of industry—that would sooner or later have been accomplished; not by any of the present material results that have flowed from it, great as they unquestionably are; but by the introduction of a system which has rendered our manufacturing population the wonder of the world. Elsewhere, vice and poverty have followed in the train of manufactures; an indissoluble bond of union seemed to



exist between them. Philanthropists have prophesied the like result here, and demagogues have re-echoed the prediction. Those wise and patriotic men, the founders of Waltham, foresaw and guarded against the evil.

By the erection of boarding-houses at the expense and under the control of the factory; putting at the head of them matrons of tried character, and allowing no boarders to be received except the female operatives of the mill; by stringent regulations for the government of these houses; by all these precautions they gained the confidence of the rural population, who were now no longer afraid to trust their daughters in a manufacturing town. A supply was thus obtained of respectable girls; and these, from pride of character, as well as principle, have taken especial care to exclude all others. It was soon found that an apprenticeship in a factory entailed no degradation of character, and was no impediment to a reputable connection in marriage. A factory-girl was no longer condemned to pursue that vocation for life; she would retire, in her turn, to assume the higher and more appropriate responsibilities of her sex; and it soon came to be considered that a few years in a mill was an honorable mode of securing a dowry. The business could thus be conducted without any permanent manufacturing population. The operatives no longer form a separate caste, pursuing a sedentary employment, from parent to child, in the heated rooms of a factory; but are recruited, in a circulating current, from the healthy and virtuous population of the country.

By these means, and a careful selection of men of principle and purity of life as agents and overseers, a great moral good has been obtained. Another result has followed, which, if foreseen, as no doubt it was, does great credit to the sagacity of these remarkable men. The class of operatives employed in our mills have proved to be as superior

in intelligence and efficiency to the degraded population elsewhere employed in manufactures, as they are in morals. They are selected from a more educated class—from among persons in more easy circumstances, where the mental and physical powers have met with fuller development. This connection between morals and intellectual efficiency, has never been sufficiently studied. The result is certain, and may be destined, in its consequences, to decide the question of our rivalry with England, in the manufacture of cotton.

Although the first suggestions, and many of the early plans of the new business, had been furnished, as we have seen, by Mr. Lowell, Mr. Jackson devoted the most time and labor in conducting it. He spent much of his time, in the early years, at Waltham, separated from his family. It gradually engrossed his whole thoughts, and, abandoning his mercantile business in 1815, he gave himself up to that of the company.

At the erection of each successive mill, many prudent men, even among the proprietors, had feared that the business would be overdone—that no demand would be found for such increased quantities of the same fabric. Mr. Jackson, with the spirit and sagacity that so eminently distinguished him, took a different view of the matter. He not only maintained that cotton cloth was so much cheaper than any other material, that it must gradually establish itself in universal consumption at home, but entertained the bolder idea, that the time would come when the improvements in machinery, and the increase of skill and capital, would enable us successfully to compete with Great Britain in the supply of foreign markets. Whether he ever anticipated the rapidity and extent of the developments which he lived to witness, may perhaps be doubted; it is certain that his expectations were, at that time, thought visionary by many of the most sagacious of his friends.

Ever prompt to act, whenever his judgment was convinced, he began, as early as 1820, to look around for some locality where the business might be extended, after the limited capabilities of Charles River should be exhausted.

In 1821, Mr. Ezra Worthen, who had formerly been a partner with Mr. Moody, and who had applied to Mr. Jackson for employment, suggested that the Pawtucket Canal, at Chelmsford, would afford a fine location for large manufacturing establishments, and that probably a privilege might be purchased of its proprietors. To Mr. Jackson's mind, the hint suggested a much more stupendous project—nothing less than to possess himself of the whole power of the Merrimack River at that place. Aware of the necessity of secrecy of action to secure this property at any reasonable price, he undertook it single-handed. It was necessary to purchase not only the stock in the canal, but all the farms on both sides of the river, which controlled the water-power, or which might be necessary for the future extension of the business. No long series of years had tested the extent and profit of such enterprises; the great capitalists of our land had not yet become converts to the safety of such investments. Relying on his own talents and resolution, without even consulting his confidential advisers, he set about this task at his own individual risk; and it was not until he had accomplished all that was material for his purpose, that he offered a share in the project to a few of his former colleagues. Such was the beginning of Lowell—a city which he lived to see, as it were, completed. If all honor is to be paid to the enterprise and sagacity of those men who, in our day, with the advantage of great capital and longer experience, have bid a new city spring up from the forest on the borders of the same stream, accomplishing almost in a day what is in the course of nature the slow growth of centuries, what shall we say of the forecast and

energy of that man who could contemplate and execute the same gigantic task at that early period and alone ?

The property thus purchased, and to which extensive additions were subsequently made, was offered to the proprietors of the Waltham Company, and to other persons whom it was thought desirable to interest in the scheme. These offers were eagerly accepted, and a new company was established, under the name of the Merrimack Manufacturing Company, the immediate charge of which was confided to the late Kirk Boott, Esq.

Having succeeded in establishing the cotton manufacture on a permanent basis, and possessed of a fortune, the result of his own exertions, quite adequate to his wants, Mr. Jackson now thought of retiring from the labor and responsibility of business. He resigned the agency of the factory at Waltham, still remaining a director both in that company and the new one at Lowell, and was personally consulted on every occasion of doubt or difficulty. This life of comparative leisure was not of long duration. His spirit was too active to allow him to be happy in retirement. He was made for a working man, and had long been accustomed to plan and conduct great enterprises; the excitement was necessary for his well-being. His spirits flagged, his health failed; till, satisfied at last that he had mistaken his vocation, he plunged once more into the cares and perplexities of business.

Mr. Moody had recently introduced some important improvements in machinery, and was satisfied that great saving might be made, and a higher rate of speed advantageously adopted. Mr. Jackson proposed to establish a company at Lowell, to be called the Appleton Company, and adopt the new machinery. The stock was soon subscribed for, and Mr. Jackson appointed the treasurer and agent. Two large mills were built, and conducted by him

for several years, till success had fully justified his anticipations. Meanwhile, his presence at Lowell was of great advantage to the new city. All men there, as among the stockholders in Boston, looked up to him as the founder and guardian genius of the place, and were ready to receive from him advice or rebuke, and to refer to him all questions of doubt or controversy. As new companies were formed, and claims became conflicting, the advantages became more apparent of having a man of such sound judgment, impartial integrity, and nice discrimination, to appeal to, and who occupied an historical position to which no one else could pretend.

In 1830, the interests of Lowell induced Mr. Jackson to enter into a business new to himself and others. This was the building of the Boston and Lowell Railroad. For some years, the practicability of constructing roads in which the friction should be materially lessened by laying down iron-bars, or trams, had engaged the attention of practical engineers in England. At first, it was contemplated that the service of such roads should be performed by horses; and it was not until the brilliant experiments of Mr. Stephenson, on the Liverpool and Manchester Railroad, that the possibility of using locomotive engines was fully established. It will be well remembered that all the first estimates for railroads in this country were based upon a road-track adapted to horse-power, and horses were actually used on all the earlier roads. The necessity of a better communication between Boston and Lowell had been the subject of frequent conversation between Mr. Boott and Mr. Jackson. Estimates had been made, and a line surveyed for a macadamized road. The travel between the two places was rapidly increasing; and the transportation of merchandise, slowly performed in summer by the Middlesex

Canal, was done at great cost, and over bad roads, in winter, by wagons.

At this moment, the success of Mr. Stephenson's experiments decided Mr. Jackson. He saw, at once, the prodigious revolution that the introduction of steam would make in the business of internal communication. Men were, as yet, incredulous. The cost and the danger attending the use of the new machines were exaggerated; and even if feasible in England, with a city of one hundred and fifty thousand souls at each of the termini, such a project, it was argued, was Quixotical here, with our more limited means and sparser population. Mr. Jackson took a different view of the matter; and when, after much delay and difficulty, the stock of the road was subscribed for, he undertook to superintend its construction, with the especial object that it might be in every way adapted to the use of steam-power, and to that increase of travel and transportation which few, like him, had the sagacity to anticipate.

Mr. Jackson was not an engineer; but full of confidence in his own energy, and in the power he always possessed of eliciting and directing the talent of others, he entered on the task, so new to every one in this country, with the same boldness that he had evinced twenty years before, in the erection of the first weaving-mill.

The moment was an anxious one. He was not accustomed to waste time in any of his undertakings. The public looked with eagerness for the road, and he was anxious to begin and to finish it. But he was too wise a man to allow his own impatience, or that of others, to hurry him into action before his plans should be maturely digested. There were, indeed, many points to be attended to, and many preliminary steps to be taken. A charter was to be obtained, and, as yet, no charter for a railroad had been

granted in New England. The terms of the charter, and its conditions, were to be carefully considered. The experiment was deemed to be so desirable, and, at the same time, so hazardous, that the legislature were prepared to grant almost any terms that should be asked for. Mr. Jackson, on the other hand, whose faith in the success of the new mode of locomotion never faltered, was not disposed to ask for any privileges that would not be deemed moderate after the fullest success had been obtained; at the same time, the recent example of the Charles River Bridge showed the necessity of guarding, by careful provisions, the chartered rights of the stockholders.

With respect to the road itself, nearly everything was to be learned. Mr. Jackson established a correspondence with the most distinguished engineers of this country and of Europe; and it was not until he had deliberately and satisfactorily solved all the doubts that arose in his own mind, or were suggested by others, that he would allow any step to be decided on. In this way, although more time was consumed than on other roads, a more satisfactory result was obtained. The road was graded for a double track; the grades reduced to a level of ten feet to the mile; all curves, but those of very large radius, avoided; and every part constructed with a degree of strength nowhere else, at that time, considered necessary. A distinguished foreigner, Mr. Charles Chevalier, has spoken of the work on this road as truly "Cyclopean." Every measure adopted shows conclusively how clearly Mr. Jackson foresaw the extension and capabilities of the railroad.

It required no small degree of moral firmness to conceive and carry out these plans. Few persons realized the difficulties of the undertaking, or the magnitude of the results. The shareholders were restless under increased



assessments and delayed income. It is not too much to say that no one but Mr. Jackson in Boston could, at that time, have commanded the confidence necessary to enable him to pursue his work so deliberately and so thoroughly.

The road was opened for travel in 1835, and experience soon justified the wisdom of his anticipations. Its completion and successful operation were a great relief to Mr. Jackson. For several years it had engrossed his time and attention, and at times deprived him of sleep. He felt it to be a public trust, the responsibility of which was of a nature quite different from that which had attended his previous enterprises.

One difficulty that he had encountered in the prosecution of this work led him into a new undertaking, the completion of which occupied him a year or two longer. He felt the great advantage of making the terminus of the road in Boston, and not, as was done in other instances, on the other side of the river. The obstacles appeared, at first sight, insurmountable. No land was to be procured in that densely populated part of the city except at very high prices; and it was not then the public policy to allow the passage of trains through the streets. A mere site for a passenger depot could, indeed, be obtained; and this seemed, to most persons, all that was essential. Such narrow policy did not suit Mr. Jackson's anticipations. It occurred to him that, by an extensive purchase of the flats, then unoccupied, the object might be obtained. The excavations making by the railroad at Winter Hill, and elsewhere, within a few miles of Boston, much exceeded the embankments, and would supply the gravel necessary to fill up these flats. Such a speculation not being within the powers of the corporation, a new company was created for the purpose. The land was made, to the extent of about ten acres;



and what was not needed for depots, was sold at advantageous prices. It has since been found that even the large provision made by Mr. Jackson is inadequate to the daily increasing business of the railroad.

Mr. Jackson was now fifty-seven years of age. Released once more from his engagements, he might rationally look forward to a life of dignified retirement, in which he would be followed by the respect of the community and the gratitude of the many families that owed their well-being to his exertions. But a cloud had come over his private fortunes. While laboring for others, he had allowed himself to be involved in some speculations, to which he had not leisure to devote his personal attention. The unfortunate issue of these deprived him of a large portion of his property.

Uniformly prosperous hitherto, the touchstone of adversity was wanting to elicit, perhaps even to create, some of the most admirable points in his character. He had long been affluent, and with his generous and hospitable feelings, had adopted a style of living fully commensurate with his position. The cheerful dignity with which he met his reverses; the promptness with which he accommodated his expenses to his altered circumstances; and the almost youthful alacrity with which he once more put on the harness, were themes of daily comment to his friends, and afforded to the world an example of the truest philosophy. He had always been highly respected; the respect was now more blended with love and veneration.

The death of his friend, Mr. Boott, in the spring of 1837, had proved a severe blow to the prosperity of Lowell. At the head of that company (the Proprietors of the Locks and Canals), which controlled the land and water-power and manufactured all the machinery used in the mills, the posi-

tion he had occupied led him into daily intercourse with the managers of the several companies. The supervision he had exercised, and the influence of his example, had been felt in all the ramifications of the complicated business of the place. Even where no tangible evidence existed of benefits specifically conferred, men were not slow to find out, after his death, that a change had come over the whole. The Locks and Canals Company being under his immediate charge, was, of course the first to suffer. Their property rapidly declined, both intrinsically and in public estimation. The shares, which for many years had been worth \$1,000 each, were now sold for \$700, and even less. No one appeared so able to apply the remedy as Mr. Jackson. Familiar, from the first, with the history of the company, of which he had always been a director, and the confidential adviser of Mr. Boott, he alone, perhaps, was fully capable of supplying that gentleman's place. He was solicited to accept the office, and tempted by the offer of a higher salary than had, perhaps, ever been paid in this country. He assumed the trust; and, during the seven years of his management, the proprietors had every reason to congratulate themselves upon the wisdom of their choice. The property was brought into the best condition; extensive and lucrative contracts were made and executed; the annual dividends were large; and when at last it was thought expedient to close the affairs of the corporation, the stockholders received of capital nearly \$1,600 a share.

The brilliant issue of this business enhanced Mr. Jackson's previous reputation. He was constantly solicited to aid, by service and counsel, wherever doubt or intricacy existed. No great public enterprises were brought forward till they had received the sanction of his opinion.

During the last few years of his life, he was the treas-

urer and agent of the Great Falls Manufacturing Company at Somersworth; a corporation that had for many years been doing an unprofitable business at a great expense of capital. When this charge was offered to him, he visited the spot, and became convinced that it had great capabilities, but that everything, from the beginning, had been done wrong: to reform it, would require an outlay nearly equal to the original investment. The dam should be taken down and rebuilt; one mill, injudiciously located, be removed, and a larger one erected in a better spot; the machinery entirely discarded, and replaced by some of a more modern and perfect construction. Few men would have had the hardihood to propose such changes to proprietors discouraged by the prestige of repeated disappointments; still fewer, the influence to carry his measures into effect. That Mr. Jackson did this, and with results quite satisfactory to the proprietors and to himself, is almost a corollary from his previous history. His private fortune had, in the mean while, been restored to a point that relieved him from anxiety, and he was not ambitious of increasing it.

For some time after he assumed the duties of the agency at Somersworth, the labor and responsibility attending it were very severe; yet he seemed to his friends to have all the vigor and elasticity of middle life. It may be, however, that the exertion was beyond his physical strength; certainly, after a year or two, he began to exhibit symptoms of a gradual prostration; and, when attacked by dysentery in the summer of 1847, his constitution had no longer the power of resistance, and he sank under the disease on the 12th of September, at his sea-side residence at Beverly.

It had not been generally known in Boston that he was unwell. The news of his death was received as a public calamity. The expressions that spontaneously burst forth

from every mouth, were a most touching testimonial to his virtues, as much as to his ability.

Reviewing the career of Mr. Jackson, one can not but be struck with the multifarious and complicated nature of the business he undertook, the energy and promptness of his resolution, the sagacity and patience with which he mastered details, the grasp of mind that reached far beyond the exigencies of the moment. Yet these qualities, however pre-eminent, will not alone account for his uniform success, or the great influence he exercised. He had endowments morally, as well as intellectually, of a high order. The loftiest principles—not merely of integrity, but of honor—governed him in every transaction; and, superadded to these, was a kindness of feeling that led him to ready sympathy with all who approached him. It was often said of him, that while no one made a sharper bargain than he did, yet no one put so liberal a construction upon it, when made. His sense of honor was so nice, that a mere mis-giving was enough to decide him against his own interest. With his extensive business and strength of character, he necessarily had collisions with many; yet he had few enemies, and to such as felt inimical toward him, he harbored no resentment. Prompt in the expression of his feelings, he was equally so in the forgiveness of injuries. His quick sympathies led him to be foremost in all works of public spirit, or of charity. He was fearless in the expression of his opinions, and never swerved from the support of the right and the true, from any considerations of policy or favor. He felt it to be the part of real dignity to enlighten, not to follow, the general opinion.

In private, he was distinguished by a cheerfulness and benevolence that beamed upon his countenance and seemed to invite every one to be happy with him. His position

enabled him to indulge his love of doing good by providing employment for many meritorious persons; and this patronage, once extended, was never capriciously withdrawn.

The life of such a man is a public benefaction. Were it only to point out to the young and enterprising that the way to success is by the path of honor—not half-way, conventional honor, but honor enlightened by religion and guarded by conscience—were it only for this, a truth but imperfectly appreciated even by moralists, the memory of such men should be hallowed by posterity.—[*From Hunt's Lives of American Merchants.*

*XVI. Lowell and Newburyport, by T. B. Lawson.  
Read May 2, 1876.*

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NEWBURYPORT—For her early introduction of woolen manufactures at Newbury Falls, on the Parker River; for the construction of the first locks and canal on the banks of the Merrimack River, and as the birth-place of a large number of the original founders of Lowell, deserves to be placed upon record by this Association. I shall not trench upon the work of my predecessors, by giving biographies already well given, but shall give a very brief history of the two enterprises named, with some ancestral and biographical facts concerning Paul Moody and his ancestors, which I believe have never been given in any paper read before this association. I shall also make one or two digressions from the manufacturing interest that I trust may interest you. In bringing together facts and incidents bearing upon the subjects in hand, I shall use any authority within my reach, and shall quote largely from all, without scruple. The authorities used are Mrs. E. V. Smith's History of Newburyport; B. Perley Poore's paper upon the early woolen mills of North Essex; and the early records of the old Locks and Canals Company of Newburyport, kindly placed at my disposal by J. B. Francis, Esq., the present Agent. All dates and facts concerning the old canal, contracts, purchases of land, and transfers of the same, are transcribed directly from the original records.

At the close of the war of the revolution in 1783, when the rich prizes taken from English commerce had

ceased entering the mouth of the Merrimack, the merchants and capitalists of Newburyport began to look about for some new methods of increasing and creating traffic with the interior. Various projects were discussed, money raised, and surveys made, all tending to increase facilities of communication with the back country. The trade with Vermont and New Hampshire was already large in the winter, when sleighing was good. Within my recollection I have known more than thirty double teams from the interior to pass down High Street in a day, laden with "*pork and produce.*" But this trade ceased with the sleighing. The problem to solve was the means of continuing this traffic through the milder seasons. Among the various surveys of this period was one made by Nicholas Pike and Captain Stephen Holland, a finely executed map, from the mouth of the Merrimack to the northwestern boundary of the town of Dracut, made with special reference to the construction of a canal. This map came into my hands from the grandson of Nicholas Pike, and now remains carefully preserved by the Locks and Canals Company of Lowell. Finally the project for a canal around Pawtucket Falls was adopted, and a charter applied for, which was granted June 25th, 1792. The original directors were Hon. Jona. Jackson, President; Hon. Dudley A. Tyng, Vice-President; Joseph Tyler, Nicholas Johnson, John O'Brien, Joshua Carter and Wm. Smith; Joseph Cutler, Treasurer.

After many preliminary meetings for the settlement of many minor details, and the consumption of many good dinners at Davenport's tavern, I find a resolution for a meeting to be holden August 13th, 1792, at the house of Joseph Varnum, of Dracut, then and there to determine upon the most feasible point for the construction of a canal around Pawtucket Falls. August 23rd, I find a resolve, "That a canal be cut at Pawtucket Falls on the side of Chelmsford,

beginning near the 'Great Landing Place,' thence running to 'Lily Pond,' from thence by 'Speen's Brook' to Concord River." September 13th, Hon. D. A. Tyng was authorized to purchase of James Parkhurst the tract of land owned by him, through which the canal is to pass, and to pay for the same one hundred pounds lawful. March 11th, 1793, a contract was agreed upon, and signed with good and sufficient bonds March 16th, 1793, with Joseph Tyler, for the completion of the canal, for the sum of four thousand three hundred and forty-four pounds lawful, of which sum one thousand pounds is to be paid on or before the 25th day of April, 1793. June 14th, a resolution was passed to ascertain how much money will be necessary to clear "Hunt's Falls," also to take measures to clear the falls of "Wickasic," near "Wickasic Island." July 27th, 1795, "That Colonel James Varnum be authorized to employ men, and to superintend operations below Pawtucket Falls, and to expend all necessary sums not exceeding one thousand two hundred dollars; and for his services to receive two dollars and fifty cents per day." January 25th, 1796, Joseph Tyler failing to complete the canal, it was voted that "Thomas March Clark, of Newburyport, be, and hereby is, appointed superintendent of the operations to be performed at Pawtucket Falls the ensuing season, and that he be paid three dollars and thirty-three and one-third cents per day, for every day that he shall be actually employed in the service of the proprietors, together with his board and necessary travelling expenses. He is also authorized to employ men, purchase tools, &c." October 1st, 1796, the directors report, that Mr. Thomas M. Clark, their superintendent, by his unremitting attention and faithful services, has made such progress that they are enabled to fix upon Tuesday, the 18th day of October, 1796, for the opening of the canal. The canal thus completed was successful in its



main object of facilitating the transportation of ship timber, lumber and produce to Newburyport and the mouth of the river, but paid small dividends, at long intervals, probably averaging less than four per cent. upon the total outlay.

November 14th, 1821, a communication from Kirk Boott, Esq., agent of a company who propose to establish large mill works for manufacturing purposes, expressing a desire to purchase of the proprietors of the Locks and Canals on the Merrimack River, all the mill power they own at Chelmsford, being read and considered, it was thereupon voted, "That Thomas M. Clark be, and hereby is, appointed an agent in behalf of this corporation, to confer with said Boott, or any other agent or agents of said company, on the subject aforesaid, and to report to this directory." December 24th, 1821, Kirk Boott writes: "I am authorized to offer you one thousand eight hundred dollars per annum for the mill power and all the land the Locks and Canals on Merrimack River own, and which is not necessary for the use of the canal; reserving the right to pay thirty thousand dollars in lieu thereof whenever they may find it convenient, on giving ninety days' notice, on condition that the canal be so enlarged by the proprietors, that we may at all times have sufficient water, and that the locks shall be rebuilt of stone," &c. This proposition was rejected. The Boston company then quietly bought up the stock of the Locks and Canals, until they got a majority of shares. Mr. Thomas M. Clark was then selected by Mr. Boott and Patrick T. Jackson, to purchase the land bordering upon the river, and all lands necessary for canals, &c. These lands were *all* purchased from November 2nd to November 28th, 1821, and a deed of transfer to Kirk Boott and others was made by Thomas M. Clark, and signed by himself and his wife Mary, relinquishing her right of dower, December

13th, 1821, fifteen days after the last purchases were made. At a meeting called at the store of Patrick T. Jackson, in Boston, December 26th, 1821, Thomas M. Clark, Ebenezer Wheelwright and Thomas Carter resigned their trusts as directors of the Locks and Canal Company, and Wm. Appleton, Patrick T. Jackson, Eben Appleton and Kirk Boott were elected in their stead. Thus the old company was merged into the new, although it is now the same corporation, but with new directors, new stockholders, and new interests.

In coming down through such a list of resolutions, contracts, purchases and transfers, I have been obliged to inflict upon you many dry details; and as some misapprehensions have existed heretofore with regard to some transactions, it has been deemed necessary to place all transactions upon a foundation of truth, by transcripts from the original records of the Locks and Canal Company. Undoubtedly the opening of the Pawtucket Canal made known the extent and value of the water power at this point, and it is believed that Worthen's advice to Paul Moody to "go to Pawtucket Falls," came from knowledge acquired by him on the spot during its progress.

The water privilege at Newbury Falls, on Parker River, the site of the first incorporated woolen factory in the United States, was originally granted by the "General Court" in 1635, to John Spencer and Richard Dummer, the ancestor of John Dummer, of Lowell, the ingenious wheel builder, so well known to most of my hearers. Five hundred acres of the adjacent land on the north side of the River Parker was at the same time granted to Henry Sewall, the ancestor of nearly all the Sewalls of Massachusetts, who married Jane, the daughter of Richard Dummer, who became in time the owner of this historical mill. Here, before I proceed further, I wish to correct a statement that I saw

in a *Boston Journal*, I think, "that the first herd of neat cattle were imported into this country in 1647." Now, as tombstones never lie, I bring forward my authority boldly. I recollect that *more* than thirty years since, while hunting old epitaphs in the old Newbury grave-yard, near the north corner of Dr. Withington's *old* church, I came upon the tombstone of Henry Sewall, and I recollect it reads thus: "Henry Sewall was sent by his father in the ship 'Elizabeth and Dorcas,' with *neat cattle*, servants and swine; wintered in Ipswich; came to Newbury in 1635, and helped begin this plantation. He married Jane Dummer. He died"—[I dare not give the date.] "His fruitful vine, being thus disjoined, fell to the ground the ensuing spring." The priority in importation of neat cattle belongs to Henry Sewall and his father, who sent him.

Let us return to Newbury Falls and the early introduction of woolen manufactures. Upon this subject we have many and well-authenticated facts from various sources. Coffin, in his "History of Old Newbury"; Mrs. Smith, in her full and very interesting "History of Newburyport"; Ben: Perley Poore, in his valuable paper upon the "Early Woolen Mills of Essex North," from which I have quoted very freely, and Royal C. Taft, in his "Report to Rhode Island Society for the Encouragement of Domestic Industry," all assert unqualifiedly that Newbury Falls, on the Parker River, was the first place in the United States where a carding machine was put in operation, and an incorporated woolen mill was established. Mr. Taft, in his report, after reviewing and setting aside rival claims, distinctly declares that "Byfield, at Newbury Falls, on the Parker River," was the pioneer place of woolen manufactures in the United States. His statement runs thus (I copy *verbatim* from the paper before mentioned): "On the 24th of March, 1793, John and Arthur Schofield,

sons of Arthur Schofield, of Standish Foot, in Saddleworth, Yorkshire, England, sailed from Liverpool for the United States, John being accompanied by his family. Arriving in Boston in May, they took up their residence in Charlestown, near Bunker Hill, and began to make patterns for the machinery of a woolen mill, trusting mainly to their powers of memory; the laws of England at that time being very strict, prevented their bringing patterns or drawings out of the country. They became acquainted with Dr. Jedediah Morse, of Charlestown, the father of the discoverer of the electric telegraph, and also Dr. Elijah Parish, of Byfield, who were then engaged on the 'History of New England,' afterwards published by Isaiah Thomas and Charles Whipple, at Newburyport, and were by these Rev. gentlemen introduced to Wm. Bartlett, Benj. Greenleaf, and other capitalists of Newburyport. Their representations induced these men of capital to obtain an act of incorporation, as the 'Proprietors of the Newburyport Woolen Manufactory.' The water power at 'Newbury Falls' was purchased, fifty thousand dollars of capital was raised, and the mill was built under the supervision of John and Arthur Schofield, and the first carding machinery for wool that was put in operation in the United States was constructed at Newburyport, by Guppy & Armstrong, in accordance with the plans of the Schofields, and was erected and operated at Newbury Falls, Byfield, in June, 1794. The Schofields, after leaving Byfield removed to Montville, Connecticut, where they erected a woolen mill. John afterward removed to Pittsfield, where he manufactured broadcloth successfully. In 1808 he presented an inaugural suit to President Madison, pronounced equal to any manufactured in old England. Of the original shares in the woolen mill, Mr. Bartlett was a large owner. He continued to purchase, as opportunity offered, until he became sole owner. He finally sold,

or rented, to an English manufacturer, who continued to make broadcloths and flannels until 1806. Cotton machinery was introduced, and goods made that sold as high as 75 cents per yard. This important statement is made in the History of Newburyport by E. Vale Smith. I distinctly recollect seeing a stout Englishman, by the name of Lee, selling red flannels to dry goods dealers in State Street, Newburyport, as late as 1822. My last recollection of the old mill was its passing into the hands of a manufacturer of furniture, and finally to the specialty of *bedsteads*."

Paul Moody, while attending his father's grist mill at Newbury Falls, near his birthplace, became so much interested in the erection of the woolen mill, and in the placing and operation of the machinery, that he obtained employment in it, and remained there as a spinner, until Jacob Perkins, of Newburyport, the great inventor and mechanic, obtained a portion of the Moody grist-mill, for operating the first successful nail-cutting machine of the world. Moody was then employed by Perkins as an assistant in running the machine. When he took it to Amesbury for greater power and space, he took Moody with him. Perkins shortly after engaged Enoch Winkley, of Amesbury, as a partner, and Moody entered into partnership with Ezra Worthen, of Amesbury, as cotton spinners. After fourteen years' experience as machinist and manufacturer, Paul Moody was placed at Waltham, in connection with Francis C. Lowell and Patrick T. Jackson, to create new machinery for new processes, and to do what had never been done before under one corporation, or in any one mill, that was, to complete all the various processes of manufacturing, from the opening of the cotton to the baling of the finished cloth. The mills of England and France were either spinning or weaving mills, never combining both, and they are so to this day, with very rare exceptions. In 1821 Moody and Worthen

were the practical mechanics and manufacturers who established the cotton mills of Lowell, carrying out upon a large plan the idea upon which they started at Waltham, of combining all the various processes in each and every corporation. The English idea of minute divisions of labor has never been carried out in this country; our mechanics do not favor it; every man desires to know the whole of his business, as far as practicable. We can now conclude this portion of our subject by cordially endorsing Perley Poore's declaration, that "Newbury Falls, at Byfield, is not only the birthplace of American woolen mills and cut-nail making, but is also the *alma mater* of Paul Moody, who did so much to promote and perfect the early manufactures of Waltham and Lowell."

The ancestry of Paul Moody is thus given by Mr. Poore: "Samuel Moody, who was one of the first settlers of Newbury, married Mary Cutting; died in 1675, leaving three sons and five daughters. The oldest son married Mehitable, daughter of Henry and Jane Dummer Sewall. One of the sisters married Wm. Longfellow, one of the ancestors of the poet; another married Moses Gerrish. After the death of Mr. Henry Sewall each of his daughters received one-third of his Byfield estate, viz: Mrs. Moody, what was known as the 'Mill Farm'; Mrs. Gerrish, 'Barley Hill'; and Mrs. Longfellow, the 'Highfields,' the land of the new silver mines. Mrs. Moody was the first person interred in the Byfield burial-ground. Her husband survived her until 1730, and their son Samuel, who married Judith Hale, was the father of fifteen children, of whom only one son and two daughters grew up. Paul Moody, who is called on the parish records 'Capt. Paul Moody,' was born in 1743, and died in 1822. Of his sons, Samuel and Nathan graduated at Dartmouth College, and settled in the new town of Hallowell, in Maine; Samuel as a preceptor, and

Nathan as a merchant. Enoch, Sewall and William were farmers. David, the youngest, was an ingenious mechanic, and for many years superintendent of the 'Boston Iron Works,' on the Mill-dam. The remaining son of Capt. Paul Moody, who bore his name, was the most noted of the family. Preceptor Cleaveland used to lament that while all the other boys had been 'sons of Dummer,' the name of Paul Moody was not on the roll of the Academy. David Moody, the superintendent of the 'Boston Iron Works,' on the Mill-dam, was a bachelor, and a man of great mechanical skill. Another brother spent much time and money in visionary mechanical projects, in which much mechanical skill was exhibited, but little judgment, all tending to show that the family had mechanical proclivities."

I wish I could give the ancestry of Mr. Worthen, and more facts concerning his early life, but I know not where to obtain them. The lives of the individuals who founded Lowell, their peculiarities, the part that each performed in producing the grand result, have been so often discussed, and are so well and so widely known, that I trust I shall be pardoned if I give the remainder of my time to notices of some of their ancestors and *their* associates in Newburyport. The Lowell family are of Welsh origin, and were early settlers in Newbury, long before that portion of it became Newburyport; the date of separation was 1764. "The Rev. John Lowell, for forty-two years pastor of the first church in Newburyport, was a divine of large attainments, great firmness of character, and unusual liberality of thought. He was not strongly attached to creeds or formulæ, but believed most sincerely in allowing each individual to maintain his rights of conscience. Mr. Lowell occupied the second house on the right hand side of Temple Street, entering from State Street. On a panel over the fire-place of the sitting-room was a painting, representing a council of



clergymen seated around a table, upon which was a punch bowl, tobacco dish, pipes, &c., and bearing above this motto, in Latin: 'In essentials, unity; in non-essentials, liberty; in all things, charity.' This panel was purchased, and is now owned by James Russell Lowell, the well-known and much-admired poet of Cambridge, a great-grandson of the Rev. John Lowell, of Newburyport. Mr. Lowell died in 1767, leaving one son, the celebrated Judge John Lowell, who rose to great eminence in his profession, and was highly distinguished for learning and eloquence." Chief Justice Parker, in his remarks on the death of Theophilus Parsons, says: "At that early period of Parsons' life, his most formidable rival and most frequent competitor was the accomplished lawyer and scholar, the late Judge John Lowell." Judge Lowell was three times married: first to the daughter of Stephen H. Higginson, then to Susanna, daughter of Francis Cabot, of Salem, and lastly to Mrs. Rebecca Tyng, widow of James Tyng, Esq. His son, John Lowell, was born in Newburyport in 1769. Francis Cabot Lowell, for whom our city was named, and to whose memory all honor should be rendered as the original projector, the skilful mechanic and mathematician, who triumphed over all difficulties in the first introduction of cotton manufactures into Massachusetts, was also born in Newburyport, in 1776. Judge Lowell removed to Boston in 1776. The date of his death is not given in the history from which I gather these facts. Francis Cabot Lowell died in 1817; his elder brother, John, died in 1840. The Lowells, of Boston, who now represent the family, are his children and grand-children.

The Hon. Jonathan Jackson, of Newburyport, lived during the revolutionary period of our history. He was most highly esteemed and respected by all who knew him. He was a patriot devoted to the public service and to civil



liberty, a statesman of rare attainments and sagacity, and a gentleman of such delicacy, refinement and moral purity, that he gained and maintained a marked prominence in that brilliant and cultured coterie of gentlemen that formed the intellectual and social life of Newburyport at that period. I will name a few of the prominent men residents of the town at that period, that you may know the worth of the gem by its fellows of the cluster: Theophilus Parsons, Judge John Lowell, Judge Theophilus Bradbury, Tristram Dalton (United States Senator), Nathaniel Tracy, Bishop Bass, Rev. Thomas Cary, Rufus King, John Quincy Adams, Harrison Gray Otis, Samuel L. Knapp, Stephen Hooper, Charles Jackson, and many others whose names have passed from me. J. Q. Adams was in the law office of Judge Parsons, Harrison Gray Otis in the office of Judge Lowell. In the two offices of Parsons and Lowell there were usually ten or twelve students, many of them, later in life, of very distinguished reputation. Jonathan Jackson was a member of the Congress of 1780, Marshal of the District of Massachusetts, under Washington, Inspector and afterwards Supervisor of Internal Revenue, Treasurer of the State, and at the time of his death Treasurer of Harvard College. His wife was Miss Barnard, of Salem. Jonathan Jackson left three sons, who, by common consent, were admitted to be at the head of their different professions — Charles, as a jurist; James, as a physician; and Patrick T., as a merchant. Charles was born in 1775, Patrick T., in 1780.

In 1823-4 Charles Jackson visited England. Jacob Perkins was then interesting the scientific classes in Great Britain with numerous and important inventions, and Mr. Jackson was hailed by another class, the jurists and statesmen of the time, as a man of equal though of very different genius. A gentleman writing to an individual in New-

buryport, from London, at the time of Mr. Jackson's visit, says: "Two of your townsmen now fill the public eye of England, and are the subjects of public and private conversation, even to the exclusion of all other topics, in the '*beau monde*.'" Jonathan Jackson was for many years partner of Nathaniel Tracy, one of the most enterprising and extensive merchants our country has ever known; and, although in no manner connected with Lowell, his intimate connection with Mr. Jackson, and his liberal sacrifices for his country, will, I trust, give me sufficient reason for introducing him to your notice. Nathaniel Tracy, the son of Patrick Tracy, a distinguished merchant of Newburyport, was born in 1749; graduated at Harvard in 1769. He commenced mercantile business in Newburyport while young, succeeding his father in a business already large, which soon became vastly increased in the enterprising hands of the son. Jonathan Jackson entered into the business with him, his first partner. A stronger combination of talent, education and general intelligence has rarely been known in a business firm. From a memorial addressed to Congress, by a party in interest, published in a New York paper, and republished in the *Newburyport Herald*, December 4th, 1826, we learn that the first private armed vessel fitted out in the United States, sailed from Newburyport in August, 1775, less than four months from the date of Lexington and Concord, and was owned by Nathaniel Tracy, Esq. From that time to 1783, Mr. Tracy was the principal owner of one hundred and ten merchant vessels, having an aggregate of fifteen thousand six hundred and sixty tons, which, with their cargoes, were valued at two million, seven hundred and thirty-three thousand, three hundred dollars. Twenty-three of these vessels were "Letters of Marque," and mounted two hundred and ninety-eight carriage guns, and registered one thousand six hundred and eighteen men. Of these one

hundred and ten, but thirteen were left at the close of the war ; all the rest were taken by the enemy, or lost by perils of the sea. During the same period Mr. Tracy was also principal owner of twenty-four cruising ships, whose combined tonnage was six thousand three hundred and thirty ; carrying three hundred and forty guns, six, nine, and twelve-pounders, and navigated by two thousand eight hundred men. When it is considered that these were in addition to the " Letters of Marque " vessels, it exhibits Mr. Tracy rather as a naval than a merchant prince. Of these twenty-four cruisers, one only remained at the close of the war. The memorial further states that Mr. Tracy had fifty-seven square-rigged vessels at sea at one time. These cruisers, " Letters of Marque," &c., captured from English commerce one hundred and twenty vessels, aggregating twenty-three thousand three hundred and sixty tons, which, with their cargoes, were sold for three million nine hundred and fifty thousand specie dollars. With these prizes two thousand two hundred and twenty-five prisoners of war were captured. From the proceeds of these prizes large sums were given, and still larger sums were loaned, to the government. The aged cashier of the *old* Newburyport Bank, Mr. Samuel Mulliken, told me that upon the arrival in port of a very rich prize belonging to Mr. Tracy, laden with silks and broadcloths, Congress, at the suggestion of the Secretary of the Treasury, sent a deputation to Newburyport to solicit from Mr. Tracy a loan of the broadcloths to clothe the army. The troops were destitute, and government credit very low. Mr. David Coates, at that time one of the partners of Mr. Tracy, objected to the loan. Almost any prudent man, unless fired with the ardent patriotism of Tracy, would have done the same. Mr. Tracy gave Coates his note for his proportion of the property, and made the loan. Emboldened by this success, another commission made urgent application for

the silks, to raise money to pay the army. Again Mr. Coates said no. Mr. Tracy, by a repetition of the same security, said yes, and the second loan was made, amounting, from this cargo alone, to one hundred thousand dollars. His loans to government during the war, from prizes, amounted to one hundred and sixty-seven thousand dollars. Mr. Tracy, with others of the wealthy merchants of the town, built, armed and equipped, ready for sea, the frigate "Merrimac." Her crew was recruited at Newburyport, and Captain Moses Brown, of Newburyport, placed in command; with a stipulation that they were to receive but six per cent. on the outlay until the close of the war. This was the first ship of our Navy built by private capital and loaned to the government.

Mr. Tracy's hospitality was proverbial. Distinguished individuals of whatever nation were warmly welcomed. Washington, during his eastern tour in 1789, was entertained at his elegant mansion in State Street, now the Public Library, and the furniture, bed-hangings, &c., of the chamber remained unchanged for nearly forty years. Many very eminent French refugees were cordially welcomed by Mr. Tracy, who reciprocated the very flattering attentions that he had received while in Paris. Talleyrand, Brissot and many others of note were frequent guests. Talleyrand resided for many months at Newburyport, occupying the house next below the Dexter House, upon the same side of the street. Farris & Stocker were his bankers. Captain Farris firmly believed that Chateaubriand and Louis Philippe and Talleyrand met *incog.* at Newburyport before he joined them at New York for their western tour.

The *Cambridge Chronicle* of 1853, in an article upon Mr. Tracy, says that he "had several country seats, or large farms, with elegant summer-houses, fish-ponds and all the appliances of taste and luxury that a man of rank

and title might think necessary to his happiness; his horses of the choicest kind, and his coaches of the most splendid make. He expended as if fortune would be always propitious. It was a common saying in the town, that Mr. Tracy could ride to Virginia and sleep in his own house every night. This was doubtless an exaggeration, but there is no doubt that he owned real estate in nearly every city on the line of travel between Newburyport and Philadelphia."

The closing years of Mr. Tracy's life were unfortunate. After the capture of the larger portion of his ships he sent the remainder upon a gigantic speculation, purchasing many millions of pounds of coffee at Java, and storing it at Antwerp for a rise. The adventure was disastrous; he lost largely; his debtors failed to pay, and government to refund his loans. He retired from active business after his reverses, still keeping up his favorite country seat and his town house with generous hospitality. He died of small-pox, at his country seat, in 1806, at the age of 57. At the death of the two daughters of Mr. Tracy, a few years since, the valuable papers, letters of Washington and many government officers, pictures by Copley and Trumbull, and many valuable curiosities, passed into the possession of Wm. Raymond Lee, Esq., the nephew and heir-at-law of Nathaniel Tracy.

One incident in connection with the prizes brought into Newburyport was so singular, I think you will pardon me if I trespass upon your time to relate it. Mr. Marquand, of Newburyport, was a large owner of cruisers, and they captured a large number of very valuable prizes. On board one of them was found a large punch bowl of silver, embossed with gold—an elegant specimen of the goldsmith's art. When the family became somewhat reduced in circumstances, as was the common habit of most of those

old families, it was sent to an extensive jewelry house in New York for sale. An English officer sauntering up Broadway, with his lady upon his arm, attracted by the beauty of the design and workmanship, was induced to examine it, when, to his great surprise and pleasure, he found an inscription announcing that it was presented by the English government to *his father*, in consideration of services rendered by him in Canada during the war. The punch bowl was, of course, purchased. My informant was the same venerable gentleman before mentioned—a gentleman of the highest character.

In conclusion, I trust that you are now willing to concede that Newburyport and its immediate vicinity, for the introduction of the first incorporated woolen mill in the United States, and the first American-made machinery for running the same; for the construction of the Locks and Canals—that initial enterprise which resulted in the birth of Lowell; for giving to Lowell such men as F. C. Lowell, P. T. Jackson, Paul Moody, Ezra Worthen, John Dummer—that taciturn genius whose wheels were miracles of workmanship—and last, though not least, that honest man and faithful builder, Joseph M. Dodge, deserves at our hands a conspicuous and enduring record.

As a native of the old town I am proud of her history and of the men who have made that history; and as an old resident of Lowell I am also proud of her progress, her schools, her charitable institutions and her generally good order. And the world may well add its tribute of thanks to Lowell, for giving to it two of the most accomplished young artists of our time, James Whistler and David Neal.

XVII. *Lowell and Harvard College, by Dr. John O. Green. Read May 11, 1877.*

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Vixere fortes \* \* \*  
Multi: sed omnes illacrimabiles  
Urgentur ignotique longâ  
Nocte, carent quia vate sacro.  
—Hor.

SOME months since the papers contained a call for a meeting of Dartmouth graduates residing in Lowell. One or more meetings were held, and I read with interest the account of a very enjoyable gathering, with the names of gentlemen well known here and elsewhere. The idea struck me at that time, that if occasion should arise for a meeting of Harvard men the roll would be interesting; especially if we might include the whole of our fifty years.

With the kind assistance of one of them, of course an old resident, I have catalogued alphabetically the names of one hundred and thirty-nine alumni and graduates, together with their degrees and dates. The number *seemed large*, but it is not improbable there are omissions, more likely in the younger than older classes. It seemed *large*, and gave rise to the reflections which follow.

The influence exerted upon communities by our New England colleges is seldom thought of, or at least imperfectly appreciated. With all their deficiencies, and they are not few, this influence is constant, progressive, cumulative, unobtrusive, yet certain. Each year a class of earnest and ambitious young men are sent forth, most of them self-reliant from necessity, not only for the advantages which



have separated them from their fellows, but wholly dependent upon their strenuous exertions to maintain themselves and attain their coveted position in professional or other circles.

Their warfare with poverty and self-denial, very frequently with strong competition, their motives distrusted and conduct suspected, serves but to add to their self-reliance, decision, and firmness to their opinions, and caution and prudence to their actions. In due time, usually much too soon, they enter the serious business of life as strangers in city or country; their election decided often, as we are prone to think, by accident. Here often their progress is by slow degrees, with many trials and discouragements. The more thorough the early training, the more patient and earnest their study; even the more slow and steady their advance, so much less danger of their embracing crude and superficial opinions, hasty and ill-digested judgments, and the thousand forms of quackery and deception.

In a manufacturing city like our present, or rather, in a manufacturing village, as we were in 1824, it would seem there must have been some unusual attraction, which so early brought here men who had had what is called a public education. This is doubtless to be found in the character of the founders of our city. The ranks of the learned professions would naturally be filled as soon as a sufficient population was gathered to make their services in demand. But very early in the enterprise, by the action of these leaders and founders, important positions in the direction of the mills were filled by Harvard graduates; and from that circumstance, added to their individual weight of character, the young town, and the city as well, from that day forward have been made large debtors to the college. This fact is another evidence, if any were wanted, and cannot be too often repeated, that these gentlemen, from the outset,



acted upon a deep sense of moral responsibility, which urged them to vigilant, judicious and praiseworthy efforts for checking vicious habits, and the encouragement of those of morality and piety among their employees. It is not to be overlooked, also, that the largest principal proprietors of these mills, at the beginning, were men highly distinguished for culture and benevolence. We would not desire to leave the impression that all the influence that they exerted sprang from pure benevolence. No doubt a variety of motives, with a fair, if not a large, share of self-interest concurred in producing the general result—one influencing consideration doubtless being, that keeping up the high character of these establishments is of great importance in securing their prosperity.

I have not thought these remarks foreign to the title of this paper.

An English gentleman who visited us in 1845, of great general intelligence and familiarity with factories in his own country and elsewhere, and to whom every facility for observation was accorded here, after his return home acknowledged our superiority, and assigned his reasons, which I now copy; adding if our progress in thirty years has been retarded, and our prosperity greatly restrained, we may trace therein, perhaps, some of the causes.

1st. The general superior tone of moral principle and propriety of behaviour among the operative classes.

2nd. The universal prevalency of education, among all classes, connected with the general respect for the Bible and religion. A manager of one of our corporations assured him that from a recent examination he had found, that of his eight hundred girls belonging to his four mills, there were only forty-three who did not write their names legibly and tolerably well. He says, *education* not alone, but connected, as it *was* in New England, with respect for the Bible, the

Lord's day and religion, and with the usage of the people in this respect carried out into practical efforts.

3rd. The considerable wages which they receive is not without its influence. This of itself cannot exercise any *moral* influence; but negatively, a fair and adequate means of comfortable maintenance is essential for preservation from the peculiar snares of poverty. A wretched population as to poverty and want can hardly be a virtuous population. Religiously considered, a poor man as well as one of any other class may be a God-fearing man, but economically and morally considered, extreme poverty presents great and peculiar snares. This is intimated in the brief but instructive prayer of Agur, in the Book of Proverbs: "Give me neither poverty nor riches: feed me with food convenient for me: lest I be full, and deny thee, and say, Who is the Lord? or lest I be poor and steal, and take the name of my God in vain."

4th. Another favorable influence is the watchful consideration and care of their operatives.

5th. The self-consideration and regard for character of the operatives themselves.

"It is easy to see," he adds, "that various considerations besides the impressive sense of moral obligation and responsibility, of right and religious feeling, on the part of the managers and corporations, conduce to the same praiseworthy object. Yet whatever measure of self-advantage may be engaged in this object, the general benefit is not hindered."

As a result, indeed, of well-doing, self-advantage comes in as a scriptural encouragement: "He that hath pity upon the poor lendeth to the Lord: and look, what he layeth out, he shall pay him again." (Prov. xix: 17.)

ALUMNI AND GRADUATES OF HARVARD UNIVERSITY, NOW  
OR FORMERLY RESIDING IN LOWELL. JULY, 1877.

- John Richardson Adams, A. M., 1818  
 Seth Ames, S. H. S., . . . . 1825  
 Julian Abbot, A. M., . . . . 1826  
 Joel Adams, A. B., . . . . 1805  
 John Avery, A. B., . . . . 1819  
 John T. Kirkland Adams, A. B., 1848  
 Ezra Barnes Aldrich, M. D., . 1869  
 Frederic Fanning Ayer, A. B., 1873  
 Josiah Gardner Abbott, LL. D., 1832  
 Edward Gardner Abbott, A. B., 1860  
 Henry Livermore Abbott, A. M., 1860  
 Samuel Appleton Brown Abbott,  
 A. M., . . . . . 1866  
 Edwin Augustus Alger, LL. B., 1869  
 Frank Parker Appleton, T., . 1845  
 John Avery, A. M., . . . . 1860
- Benj'n Franklin Blood, A. B., . 1840  
 Kirk Boott (left college), . . 1809  
 Francis Brinley, A. M., . . . 1818  
 William Barry, S. H. S., . . . 1829  
 Ithamar W. Beard, A. B., . . . 1862  
 John White Browne, A. B., . . 1830  
 Benjamin Dixon Bartlett, M. D., 1853  
 Abner Wheeler Buttrick, M. D., 1869  
 Paul Butler, A. B., . . . . . 1875  
 George Willard Brown, A. B., 1875  
 Charles Butterfield, A. M., . . 1820  
 George Partridge Bradford,  
 A. M., . . . . . 1825  
 Erastus Brigham Bigelow, A. M., 1861
- Warren Colburn, A. M., A. A. S., 1820  
 John Clark, A. B., . . . . . 1816  
 Warren Handel Cudworth, A. M., 1850  
 Charles Parker Coffin, M. D., . 1826  
 Robert Boody Caverly, L., . . . 1837  
 Sydney Howard Carney, M. D., 1861  
 Linus Mason Child, LL. B., . . 1858  
 Nehemiah Cleveland, M. D., . 1824  
 David Coggin, M. D., . . . . 1868  
 William Franklin Cheney, A. B., 1873
- John Call Dalton, M. D., . . . 1814
- Samuel Luther Dana, M. D.,  
 LL. D., . . . . . 1813  
 James Daley, M. D., . . . . 1869  
 Edward Barry Dalton, A. M.,  
 M. D., . . . . . 1855  
 John Call Dalton, A. M., M. D., 1844  
 George Derby, M. D., . . . . 1838  
 Hanover Dickey, M. D., . . . 1837
- Theodore Edson, A. M., S. T. D., 1822  
 Daniel Clarke Eddy, A. M.,  
 S. T. D., . . . . . 1855
- Elisha Fuller, A. M., . . . . 1815  
 Albert Levi Fisk, A. M., . . . 1864  
 Francis Foxcraft, A. M., . . . 1829  
 George Ebenezer Francis, A. M.,  
 M. D., . . . . . 1858  
 James Bicheno Francis, A. M.,  
 A. A. et S. P. A. S., . . . 1858  
 Henry Holton Fuller, A. M., . 1811  
 Lorenzo Smith Fox, . . . . 1863  
 Willis Mott Fellows, M. D., . 1860
- John Orne Green, A. M., M. D., 1817  
 Frederic Thomas Greenhalgh,  
 A. B., . . . . . 1863  
 John Henry Gilman, M. D., . 1863  
 Daniel Parker Gage, M. D., . 1855  
 Charles Gordon, M. D., . . . 1832  
 Charles Edward Grinnell, A. M., 1862  
 John Abbot Goodwin, A. M., . 1861  
 James Ward Gilman, A. B., . 1877
- William Hilliard, A. M., . . . 1823  
 Francis Hilliard, A. M., . . . 1822  
 Samuel Foster Haven, S. II. et  
 S. P. A. S., . . . . . 1826  
 Thomas Hopkinson, A. M., . . 1830  
 Charles Langley Howe, A. M., . 1864  
 William Reed Huntington,  
 A. M., D. D., . . . . . 1859  
 Isaac Hinckly, A. B., . . . . 1834  
 Charles Edward Hodges, A. M., 1847

- Charles Whitfield Homer, A. M., 1847  
 Frederic Hinckley, T., . . . 1843  
 Leonard Huntress, Jr., . . . 1870  
 Edward B. Holt, M. D., . . . 1868  
  
 Andrew Franklin Jewett, L., . 1855  
  
 Jonathan Kimball, A. M., . . 1851  
  
 John Locke, A. M., . . . . 1792  
 Luther Lawrence, A. M., . . . 1801  
 John Lowell (left college), . . 1816  
 Alfred Goodale Lamson, A. B., 1869  
 Frederic Lawton, A. B., . . . 1874  
 Edward L. LeBreton, A. M., . 1824  
 George Porter Lawrence, L., . 1860  
 Edwin Augustus Lecompte, A.  
     M., . . . . . 1862  
 Rufus Bigelow Lawrence, A. B., 1834  
  
 Joseph Warren Mansur, A. B., . 1831  
 Horatio Cook Merriam, A. M., . 1829  
 John Francis McEvoy, A. B., . 1854  
 Joseph Hetherington McDaniels,  
     A. M., . . . . . 1861  
 Albert Munroe Moore, A. M., . 1865  
 Francis Alexander Marden, A. M., 1863  
 Henry Adolphus Miles, S. T. D., 1832  
 Simon Graves Minassian, M. D., 1865  
 Augustus Mason, M. D., . . . 1844  
  
 Franklin Nickerson, M. D., . . 1860  
 Thomas Nesmith, A. B., . . . 1871  
 Frederic Malcom Norcross, A. B., 1858  
  
 George Cowles Osgood, M. D., 1866  
  
 Frederic Parker, A. M., LL. B., 1833  
 George Harlin Pillsbury, M. D., 1869  
 Moses Greeley Parker, M. D., . 1864  
 John James Pickman, L., . . . 1869  
 Samuel Parker, A. B., . . . . 1824  
 Henry Harlin Pillsbury, M. D., 1859  
 John Carver Palfrey, A. M., . . 1853  
 Wendell Phillips, A. B., LL. B., 1831  
  
 John Paul Robinson, A. B., . . 1823  
 Daniel Samuel Richardson, A.  
     M., LL. B., . . . . . 1836  
 George Francis Richardson, A.  
     M., LL. B., . . . . . 1850  
 William Adams Richardson, A.  
     M., LL. B., LL. D., . . . 1843  
 Frank Reader Rix, A. B., M. D., 1875  
 James S. Russell, A. M., . . . 1876  
  
 William Smith, A. M., . . . . 1807  
 Thomas Pierpont Shaw, A. B.,  
     LL. B., M. D., . . . . . 1866  
 John Lane Sheafe, A. M., . . . 1810  
 Charles Parker Spalding, A. B.,  
     M. D., . . . . . 1870  
 Josiah Lafayette Seward, A. M.,  
     S. T. B., . . . . . 1868  
 Joshua Augustus Swan, A. B., 1846  
 Horatio Shipley, A. B., . . . . 1828  
 Charles W. Swan, A. B., M. D., 1860  
  
 Edward Morton Tucke, A. M., . 1862  
 Theodore Tibbetts, A. M., . . 1851  
  
 Nathaniel Wright, A. M., . . . 1808  
 Nathaniel Wright, A. B., . . . 1838  
 William Ezra Worthen, A. M., . 1838  
 Pelham Winslow Warren, A. M., 1815  
 Samuel Brooks Wyman, A. B., . 1856  
 William Prescott Wright, A. B., 1853  
 John Wright, A. M., . . . . . 1823  
 Samuel Baker Wolcott, A. B., . 1819  
 Horatio Wood, A. B., . . . . . 1857  
 Horatio Wood, A. B., . . . . . 1827  
 George Henry Warland, A. B., 1827  
 Emory Washburn, S. H. et A.  
     A. S., . . . . . 1854  
 Henry Whiting, M. D., . . . . 1812  
 Thomas Wright, A. B., . . . . 1842  
 John Wade, LL. B., . . . . . 1824  
 Josiah Kendall Waite, A. B., . 1829  
 Augustus Woodbury, A. M., . 1866  
  
 Ephraim Wood Young, A. M., . 1848

*XVIII. History of an Old Firm, by Charles Hovey. Read February 7, 1877.*

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THE early history of Lowell has been repeated often. The theme, however, is always welcome to the Old Resident. He listens with greedy ears to the old, old story, in a new dress or an old one, no matter how often. He likes to hear others speak or read of things which are as familiar to him as the alphabet, provided they are not known by everybody. He enjoys the monopoly of such knowledge. He remembers with perfect distinctness his first appearance here, all the particulars of his journey, whether he came by a "mail stage" drawn by six horses, or by a wagon or canal boat, or perhaps he might have come forty miles, more or less, on foot. He remembers the first man he spoke to, the first thing he did, the location of certain houses, long since changed or removed, his first attendance at Divine worship, the pew he sat in, the fewness of gray hairs in the church as compared with that in the village he left; all these and a hundred more are with him as if it were but last week. And now, when he comes to the quarterly meetings of this Old Residents' Association, he no longer notices the absence of gray hairs, for they are now the most conspicuous feature of his early friends. To him the faces are less changed.

Very few of us are natives. Some have been here half a century, some forty years, some thirty, and none less than a quarter of a century; but we are all Old Residents, and as the principal object of our Association is to keep alive the memory of early events, the writer begs your attention

while he relates the history of some which are within his personal experience.

The rapid growth of the town of Lowell for the first ten years of its existence was a marvelous event in its time, but at the distance of half a century we cease to wonder. What was then esteemed marvelous, is now of common occurrence. Before the town was ten years old, it had a population of ten thousand—a growth then unprecedented in this country, if not in any country. It had gathered representatives from almost every nation, exclusively young, all ambitious, and each impelled by competition, to use to the best advantage all the brain and muscle of which he felt himself possessed.

The recollection of the writer reaches back nearly forty-five years. His arrival at Middlesex Village by the canal boat, then plying between that village and Charlestown three times each way every week, occurred in the afternoon of a July day, in 1832. The trip was made under the command of Capt. Silas Tyler (late one of our number), and occupied seven or eight hours from port to port. The delay of unloading passengers and cargo, and of transporting the former by a two-horse "stage" to Lowell, occupied a couple of hours more, so that his destination was reached about five o'clock in the afternoon. He had come from Cambridgeport by previous arrangement of his father, to learn the business of an apothecary, as an apprentice with the late esteemed George H. Carleton,\* who is no doubt remembered by most of the members of this Association;

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\*Mr. Carleton was born in Haverhill, Mass., January 6th, 1805. He was the youngest of five sons of Israel Carleton, who lived in the west parish of Haverhill for many years. About five years after he came to Lowell he married the eldest daughter of the late Paul Moody. He was the father of seven children, two only (a son and a daughter) of whom lived to adult age. The latter married Mr. T. G. Tweed, who is a member of the present firm. Mr. Carleton was a director in the Lowell Bank, an alderman, and at times occupied many other places of trust and responsibility. He died March 3rd, 1875.

and this brings us directly to the subject of this paper, which is a brief history of the firm of Carleton & Hovey.

Mr. Carleton came here in 1827—fifty years ago. He had “served his time” with Mr. Moses Nichols, who kept a country medicine store in Haverhill, Massachusetts, whose stock consisted of such medicines (few in number and crude in quality) as were in common use half a century ago, besides paints, dye-stuffs and confectionery.

Mr. Carleton purchased the stock of Mr. Daniel Stone, who had come here from Newburyport a year or two before, to establish himself in business as an apothecary. The intimacy of the two towns (Newburyport and Lowell), which began with the founders of the latter, had already existed for more than two years. It is earnestly hoped that the early intimacy of the two towns will be soon revived through the efforts of our distinguished townsman, Gen. Butler, to make the waters of the beautiful river which unites them, commercially navigable. Mr. Stone had died of consumption, leaving his stock where he had gathered it, viz: in the westerly store of the brick building now standing in Belvidere, on the easterly bank of the Concord River, and which at that time was the extreme westerly limit of the town of Tewksbury. It was the first apothecary store ever established within many miles of this place, and is the identical store that has for the last twenty-one years been occupied by H. M. & J. Rice as a provision store.

It soon became apparent that the business of the new town must develop in the vicinity of the mills of the Merrimack Manufacturing Company; therefore, after a few months, Mr. Carleton removed his scanty stock to the three-story brick building, still standing, between Worthen Street and the First Congregational Church on the southerly side of Merrimack Street, then known as “Bank Block,” so called from the occupation of one of the stores by the first



Bank of the town, and which is now styled "The Old Lowell National Bank."

He pursued his business in that location about two years and a half, and in 1830 he moved again to the most westerly store of the "Town House," and was the first tenant of what is now known as "City Government Building," at the corner of Merrimack and Shattuck Streets. On a cash book kept by him in 1830 his daily sales are entered—\$4.66 for the first day of September, varying daily to double that sum in the course of the month, with a total of less than \$200 at the end of it.

The new store occupied nearly one-half of the *front* of the building, but extended less than half its depth. The floor was four steps above the sidewalk. The corresponding store at the easterly end was rented by Alpheus Smith, for the sale of hardware and clothes—a combination of stock natural enough, when we remember that his customers were almost all mechanics, whose purchases were largely of tools and clothes. Ready-made clothing was not then thought of. An entry the entire length of the building occupied the centre, from east to west. On the south side there was a store kept by H. W. Hastings for fine groceries at one end, a reading-room by John Adams at the other, and the post-office, under the late William Wyman, postmaster, between the two. The basement was occupied by two grocery stores, Atherton & Buttrick (the late A. W. Buttrick) and Frye & Abbott, the junior partner being one of our number to-day. Over all, in the second story, was the Town Hall (the scene of many lively debates by some who are now members of our Association), and two smaller rooms used by the Selectmen and Assessors, respectively. Over these small rooms were the Armories of the two military companies, viz: "The Mechanic Phalanx" and "The Lowell Light Infantry."

At this time neither Shattuck nor Middle Street was



laid out. The house of Moses Shattuck, from whom the street derives its name, stood on the site of the present "Wentworth's Building," facing Shattuck Street. It was moved to Middle Street, and is now a part of the estate of William Kittredge on that street. Mr. Shattuck died many years ago, leaving a widow and one adopted child, both long since departed. The shaft which stands at his grave in the Lowell Cemetery has the inscription—"An honest man's the noblest work of God." It may be questioned whether a man, whose highest ambition seemed to be to draw his pay for, and to be seen at work with men and oxen on all the Sundays of the year, is justly entitled to the commendation silently expressed on his monument.

This digression, as well as that of the description of the Town Hall, will, it is hoped, be excused, as owing to the connection of one and the proximity of the other with the subject, they have been spontaneously suggested.

Mr. Carleton, then young, vigorous, and in better health than he had in after years, and in a new store, gradually improved his mode of doing business, and increased it in amount so as to require a permanent assistant. In 1832 his first apprentice (then fourteen years old) arrived, as has been described. His business continued to increase so that he soon began to drop one after another of its collateral branches, such as paints, dried fruits and confectionery, and confine himself to the legitimate profession of an apothecary. Competition also necessitated an improvement in the style of doing business, and in the nicety of preparing medicines and doing up the packages. It may illustrate the enterprise which was infused into this business by stating the fact that it was in his store that the *numbering* of physicians' prescriptions was originated. The practice of *copying* them was understood to have then been some time in use in London, England; but to do so, and then to affix

a *number* to the package, by which the customer could at any time have his prescription repeated, began in Mr. Carleton's store in 1836. The custom is now universal in all well-regulated stores in the country. The books, in which it has been continued for more than forty years, may at any time be seen at the store of Carleton & Hovey.

The junior partner began his apprenticeship in July, 1832, and on attaining his majority in 1838, at once became partner.

The system of apprenticeships, which for centuries has been found so useful in the old country, and without having served at which, an artisan or tradesman was considered hardly respectable, seems to be incompatible with American ideas of independence, and has therefore become almost extinct in this country, and quite so in the use of legal indentures. In a modified form the system has prevailed in Mr. Carleton's store since 1832. After a trial of a month, both parties being satisfied, the applicant, with the consent of his parents or guardian, agrees verbally to remain with his employers until he is twenty-one years old. If taken at fifteen he will have six years in which to learn his business. The first two years he is not allowed to answer physicians' prescriptions, or to do much in dispensing. His duties at this period of his apprenticeship are to prepare, under a superior, medicines for sale.

The advantage of the system, in *any* trade or profession, is no doubt appreciated by every "Old Resident," who of course at some period of his life has been engaged in one or the other. It has been a common impression that any article made in England was of better quality than articles of the same name made in this country. Whatever the opinion may be at the present day, that impression undoubtedly existed from the fact that more highly skilled artisans were employed in England than in this country. It

is well understood that the superior skill was acquired under the apprenticeship system exclusively.

If thorough knowledge of any business is necessary, of course none is more so than that which directly concerns human life. But argument is unnecessary. Existing facts will demonstrate the principle that has been presented, and will also show that the advantages of it, are quite as much to the apprentice as to the master. It is a fact, that every apprentice (and there are many) who has served his full time in this store, has found employment in the business he has learned, from the day his apprenticeship ceased. It may give emphasis to the truth of the principle to state that of the graduates of this store, one, Mr. Sargent, of Chicago (who is a half-brother of our city's distinguished manufacturer, Daniel Hussey, Esq.), has creditably filled the president's chair of the "American Pharmaceutical Association," the only national organization of apothecaries in this country, while another, Mr. Milne, also of Chicago, was at the same time its secretary.

In 1848 the town, having been twelve years a city, demanded the whole of the Town House for its own purposes; consequently all other tenants were required to vacate. This firm then erected a one-story store on the place where Odd Fellows' Block now stands. That block, erected in 1857, was first called "Carleton Block," in honor of the deceased senior partner.

In June, 1854, the city had completed Huntington Hall (named, as we all know, in honor of our lamented Dr. Huntington—a man more honored by his adopted city than any man who ever dwelt among us, and not without distinguished honor in the Commonwealth as well). The requirements of the city were so far relieved by the erection of that building that the old Town House was again remodeled, so as to make four modern stores in the first story.

As soon as this change was completed, the firm was again the first tenant, and in the same old corner which it first occupied nearly a quarter of a century before. Another quarter will soon have passed since the return.

Mr. Carleton died in March, 1857—twenty years ago. He left a good name, which his successors have deemed it not only a compliment to his memory, but for their interest, to retain. The business was continued by his junior partner for eight years alone. At the beginning of 1865, Mr. Tweed (a native of Lowell), who had served his apprenticeship in the store, returned, after an absence of two years, and was admitted a partner in the store where he was educated. During his absence he was employed by Caswell & Mack, of New York, the leading retail apothecaries in this country. For obvious reasons, the style name of the old firm remains unchanged.

The year 1877 completes the half-century, and is deemed a fitting time to remember the founder of a firm which has existed for fifty years, and of a business which although small, has added, as has been shown, something to the common stock in its legitimate line.

*XIX. Moses Hale, an Early Manufacturer of Wool, &c., in East Chelmsford, prepared and read November 10, 1876, by A. Gilman, from notes by B. S. Hale.*

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MOSES HALE was born in West Newbury, Mass., September, 1765, and removed to Dracut Navy Yard (so called of late), with his father Ezekiel Hale, whose occupation was the dressing of cloth for farmers and grinding their grain. In 1790 Moses Hale, shortly after the death of his father, removed to East Chelmsford, now Lowell, and built a fulling mill on River Meadow Brook, now called Hale's Brook. He purchased the land and privilege of Moses Davis, whose daughter he had previously married. The mill was for the purpose of fulling, dyeing and dressing cloth. The farmers' families carded the wool, spun it into yarn, and wove the cloth. For men's wear the cloth was fullled up thick, then napped with teasels, colored, sheared and pressed. For women's wear it was only slightly napped, and then colored and pressed. In order to improve the finish Mr. Hale constructed a furnace of brick, with a plate of cast iron four inches thick, on which the cloth rested when under the press. This plate was heated previous to putting the cloth into the press. The mill was about fifteen rods below the bridge over the brook on Gorham Street, near a large oak tree on Chambers Street, where the remains of the dam may still be seen. The building was removed, some fifteen years after, to the west side of Gorham Street, corner of Congress Street, near the bridge, where it now stands. It is a one-story house.

Mr. Hale's business increased, and he was obliged to have better accommodations, and in 1800 he purchased more land and built larger buildings, on the site now owned by Josiah Butler, to which he added saw and grist mills. These have long been known to us as Hale's Mills, on Gorham Street.

Mr. Hale early saw the advantage of having the wool carded by machinery, and in 1801 purchased a picker and carding machine at a large outlay, and was thus enabled to card the wool for the farmers in Chelmsford and the neighboring towns. The carding machine, being the first one that was put in operation in the County of Middlesex, was well patronized. The farmers usually brought their wool packed in sheets, and after it had passed through the carding machine, the rolls were carefully taken by the handful and laid back into the sheets, and then the cloth was folded around the wool and secured with thorns. These were the pins used by our ancestors. This almost carries us back to the time when

"Dainty Indian maize  
Was eat with clam-shells out of wooden trays."

The first shears he used for shearing cloth cut the nap with knives set on an angle and moved horizontally, with a crank motion. Great care had to be taken not to cut the cloth. He afterward used the twisted blade shears, being quite an improvement. The manner of cutting dye-wood was by hand. Mr. Hale, finding that process too slow, framed two timbers for the purpose. One he made stationary, with a steel plate on one side, the other was fastened at one end by a large iron pin. On the other end of the latter was a staff attached to the fulling mill crank, causing it to go up and down. A strong knife was bolted on this vibrating timber, fitting close to the stationary plate. A man stood with the stick of dye-wood in his hand, pressing the end of

it against the knife, which was so fixed that the stick could go just far enough for the thickness of a chip. Every revolution of the crank had the desired effect, as the descending knife would cut the stick.

The gig he used for napping cloth was a cylinder set with teasels. In his grist and saw mills Mr. Hale adopted all the improvements then known. He made a piece of cloth of the finest wool he could procure. He carded the wool himself, and had it spun and wove by the neighbors. He colored it blue and dressed it in a superior manner, for General Varnum, who had a full suit made from it, and wore it in Congress about 1806. It was admired as being the first domestic manufactured suit worn in Congress from this District.

In 1812 Mr. Hale, not being able to do all his work, for want of water, built another dam below the first dam on Chamber Street, being the one now owned by the Lowell Bleachery, on which he built a grist mill. He was thus enabled to use the water of the brook twice. He used his saw mill in spring and fall, but little in winter, and seldom in summer. These facts would seem to warrant the conclusion that the favorite theory held by quite a number of people, *i. e.*, that cutting off the wood in the neighborhood of our streams tends to diminish the quantity of water, is not correct.

In 1812 Mr. Hale built the large mansion house now owned by the heirs of Joshua Swan. The house is three stories, brick ends, and heavy timbered. It is very high-studded. People gathered from all the neighboring towns to the raising. After the raising, tables were spread on the lawn in the rear of the old house, which stood between the Chambers and Wilkins houses on Gorham Street. The barn which was attached to the mansion house was removed from where the Wilkins house now stands. It was placed



on large wheels and drawn by a great number of oxen. This barn was struck by lightning and consumed, a few years since.

In 1815 Mr. Hale bought a farm in the middle of Chelmsford. On one side of the farm was Beaver Brook. He built a dam, dug a canal and erected a saw-mill at the lower end of the canal. These proving to be an unprofitable investment, he sold them.

The business of cloth dressing, carding wool, grinding grain and sawing lumber continued to prosper, and yet he was ambitious of extending his business. Hearing that the manufacture of gunpowder was a profitable business, he investigated the matter, and in 1817 proceeded at once, after maturing his plans, to erect suitable mills for that purpose on his lower dam. He commenced manufacturing gunpowder in 1818. Mr. Allen, in his "History of Chelmsford," published the following notes:

"1818. Mr. Hale, to whose enterprise and industry the inhabitants of the town are indebted for the introduction of several useful machines, and the erection of sundry mills, set up at his own expense, and as sole proprietor, works for the manufacture of gunpowder. The manufactory consists of five or six small buildings at the distance of fifteen or twenty rods from one another. The mill contains forty pestles. The powder is of excellent quality, burns quickly, and has been uniformly found to exceed the requirements of the law. Cyrus Baldwin, Esq., is appointed by the Governor and Council, Inspector and Sealer at this manufactory."

The Hon. John Brooks, of Medford, was elected Governor of Massachusetts in 1816, and was re-elected for seven consecutive years. Thus in 1818, when Moses Hale had completed his powder works, an invitation was extended to



the Governor to visit Chelmsford to commemorate so important an event. His Council was undoubtedly included in this invitation. The invitation was accepted, and suitable preparation made for the reception of the distinguished visitors. The Chelmsford Cavalry, a corps over which our fellow-citizen, Elisha Davis, was at one time Captain, did escort duty. The events of that day should be among the memorable items of our history. Would that we could recall them.

Mr. Allen says: "The first carding machine. Those discoveries and improvements in the mechanic arts which facilitate the attainment of the necessaries and conveniences of life, deserve the care and patronage of the friends and benefactors of mankind. Mr. Moses Hale in 1801 first set up a carding machine at his mill on River Meadow Brook. During the year 1802 he carded eight thousand pounds, and between ten and eleven thousand pounds the second year."

Captain Elisha Davis informs me that a man by the name of Pritchard carried on the business of spinning cotton in Mr. Hale's mill, previous to the establishment of the powder works.

The morning of November 10, I received the following letter from Mr. Hale: "Mr. Gilman,—Dear Sir,—Your notice is received. Sorry I could not be present at the meeting. I ought to have said that Moses Hale, in 1817, while building the powder mill, remarked that the best place to build powder mills, or any other mills, was on Concord River, at Fort Hill Falls. He said he could dig a canal on the west bank of the river, and get a large fall at the lower end, and he hoped he should some time be able to do so. Afterwards other parties carried out his design, without doing by him as they agreed. In 1819 he admitted William Tileston, of Boston, and O. M. Whipple into

partnership in the powder manufactory, the firm name being Moses Hale & Co. In 1821, Mr. Hale, seeing his rights were not respected, sold out his term of copartnership to David Hale, of Boston, and when the term of the lease of the mills had expired they came into his possession again. He then formed a new company, with Nathaniel Stevens, of North Andover, and Jonas Brown, of Boston, and manufactured gunpowder again under the firm name of Moses Hale & Co. This firm continued until the death of Mr. Hale in 1828, when the partners relinquished the business. When Lowell began Mr. Hale took an interest in the great movement, and soon became acquainted with Kirk Boott, Paul Moody, Mr. Worthen and others, and seeing that the great number of people and horses must be fed, he made arrangements to supply them with grain. He made the rye and Indian meal from grain raised by farmers in this vicinity, and delivered it to the different families as they wanted. There being no brown bread baker at that time in Lowell, each family made their own brown bread; a miller was considered indispensable. The stables were supplied with meal, cracked corn and oats supplied mostly from the South. These were ground at his mill."

*XX. A Fragment, written in 1843, by Theodore Edson. Read November 10, 1876.*

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THE experiment of a joint stock company for the manufacture of cotton commenced during the war of 1812, by the enterprise of Francis C. Lowell, Esq., and proved to be one of the most advantageous modes of investment which for several years were offered to capitalists in this country. A disposition to encourage home manufactures, prevalent as well in the community at large as at the seat of government in Washington, gave very prompt and decided support to this branch of industry. The success of the Waltham company, as indicated by their dividends for a number of years, awakened the community so generally that cotton mills were going up wherever water power could be found or vacated for that purpose.

In the winter of 1821 the gentlemen concerned at Waltham, having already employed all the water power which they could there command, were looking out for some situation where they might extend their operations. Mr. Paul Moody, who, with Mr. Ezra Worthen, had been engaged at Amesbury in the manufacturing enterprise with good promise of success, was employed by the Waltham company, and such was their confidence in his abilities that they took very early measures to connect his interest with their own and to identify as much as possible his advantage with the success of manufacturing enterprise.

Mr. Moody had two of his children, Mary and William, in Bradford Academy. Taking Mrs. Moody and his daughter Susan in a chaise, he drove to Bradford to see his children, with the expectation of meeting some of the leading Waltham proprietors in or near Bradford for the purpose of exploring. The day, however, was rainy, and the gentlemen did not come according to his expectations. The next day he took his family and went down to Amesbury, where he saw Mr. Worthen, who, having been given to understand the object of the excursion, said: "Why don't you go up to Pawtucket Falls? There is a power there worth ten times as much as you will find anywhere else." An arrangement was made for Mr. and Mrs. Worthen to take a chaise and accompany Mr. and Mrs. Moody to Pawtucket Falls, but John Worthen being taken ill, Mrs. Worthen could not go, wherefore Mr. Worthen went in one chaise and Mr. and Mrs. Moody and Susan in the other. When they came to the foot of Hunt's Falls they, the gentlemen, got out to look round, while Mrs. Moody and Susan sat in the chaise. They then came up to Mr. Jonathan Tyler's to dine. He kept the public house at that time. After dinner they rode out again—went up the river and reconnoitered the Pawtucket Falls and neighborhood to their satisfaction. The two friends parted, and Mr. Worthen went home to Amesbury.

Mr. Moody returned to Waltham and reported to the gentlemen what he and his former partner had seen, and the opinion they had formed, whereupon Mr. Jackson is said to have employed Mr. Thomas M. Clark, of Newburyport, and engaged him to buy up the shares of the Proprietors of the Locks and Canals on Merrimack River. These were purchased at from half their original cost upward by degrees to their par value and more, till a large amount of the stock was thus obtained. Afterwards Mr. Clark was employed to

make purchases of lands, and bought several farms at low rates, but the more land was purchased, the more of course the price rose.

There was a story which fifty years ago was rife here and confidently told, but for the truth of which I can not vouch: That when by these sales suspicions had been raised in Newburyport and a committee sent up to these falls to see whether there was here available water power—that committee returned and reported that there was none. There is incredibility on the face of it, and I have no reliable evidence of its truth.

X.XI. *Early Recollections of an Old Resident,*  
*by J. B. French. Read May 7, 1874.*

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GOING back to a time anterior to the commencement of operations by the manufacturing companies, there was the transportation of lumber and rafts by water, through the Pawtucket Canal into Concord River, and down the Merrimack to Newburyport; there was also transportation upon the Merrimack River, above Pawtucket Falls, through short pieces of canal, and locks, and slack water produced by dams, to Concord, N. H.; also, transportation through the Middlesex Canal to Boston. On the latter there was a large business done in summer, by boats, from Concord and other points on the river and canal, in transporting goods, wood and lumber, and in floating rafts. Soon after the opening of this canal, a packet boat was built and run between Middlesex Village and Charlestown, for the accommodation of passengers, propelled by horse-power at a speed of about four miles per hour. This boat continued to run in summer, up to 1835 or 1836, and was under the management, for many years, of our respected townsman, Silas Tyler, as Captain, who informs me the fare was fifty cents for the whole distance, or about two cents a mile, and that it was a paying business. The march of improvement, in the building of the railroad, has wiped this canal and those on the Merrimack out of existence. I have thought it might not be amiss to mention this early enterprise, so that those who come after us might, if they had a desire to learn about things of the past, have some reference where such

information might be obtained. In "Allen's History of Chelmsford," published in 1820, mention is made of this canal, and I quote a paragraph or two :

"The Middlesex Canal begins about one mile above Pawtucket Falls, at the most southerly angle of Merrimack River; its direction is south by east; it is supplied with water by Concord River in Billerica, where the surface of the water is elevated one hundred and nine feet above tide-water, in Boston Harbor, and twenty-five feet above the surface of Merrimack River. The cost of this canal, when completed, was six hundred and five thousand dollars, five hundred and twenty thousand by assessment, and eighty-five thousand from income; twenty-seven miles long, thirty feet wide, three feet deep, passing through Chelmsford, Billerica, Wilmington, Woburn, Medford and Charlestown."

This enterprise for many years made no return of income to the owners of the stock; but after the Lowell factories were put in operation, it paid six per cent. or more, till the business was diverted by the building and operating of the railroad in 1835, after which it was very soon abandoned.

There was also a steamboat called the "Herald," run on the Merrimack, built by Joel Stone, Jr., in 1834 or 1835, and very soon purchased by Joseph Bradley, of Dracut, and John K. Simpson, of Boston, and run from a wharf at Lowell, near the McFarland ice-houses, a little above the head of the Pawtucket Canal, to a wharf in Nashua, near the bridge between Nashua and Hudson. This boat was run by Bradley, as Captain, for the accommodation of passengers and excursion parties between Lowell and Nashua, for a number of years, but without pecuniary success. The extension of the railroad from Lowell to Nashua left the boat pretty much out of use, and it was taken out of the river, near the head of Pawtucket Canal, by Bradley,

placed on ways and rollers, moved down Pawtucket Street, and put into the river just above the Lawrence Company's mills, floated down the river to Newburyport, thence round to New York—an undertaking that required all the skill, energy and perseverance of a Joseph Bradley to accomplish.

My first visit to Chelmsford Neck, as it was then called, next East Chelmsford, now Lowell, was in the Summer of 1813 or 1814, to get some wool carded into rolls at the factory of John Goulding, which stood between where E. B. Patch's auction store now stands and Concord River, near where the Boott Canal starts from the Pawtucket, taking its water from the Pawtucket, and discharging the same into Concord River. This wool, converted into rolls, was spun and woven into cloth at home, some of which I had the pleasure of wearing the next winter.

This journey from Billerica, my native town, was made on horseback, with a huge bag of wool lashed on the horse's back behind me, which was about as high as my head at that time. Horseback-riding at that period was the only mode of getting about the country, unless you yoked up the oxen and took the cart, which was usually done when the load was too much for the horse's back. Such a thing as a one-horse pleasure-wagon had never been seen by me at this time, and not until a year or more later was there one in Billerica, and that had as many visitors to see its construction as a locomotive would now. There were two or three chaises in town, but they were only used for going to meeting, or for visiting, and those who owned them were considered quite aristocratic. Persons who had business in Boston, or in a neighboring town, went on horseback or on foot. If they were going to remain for business, or work for a short time, and took a horse, they usually took a man or boy on behind to bring the horse back. I had frequent calls of this kind, as my father kept a horse which was



often let with a boy to bring the horse back. Persons who did not keep a horse, and had business at Boston or Salem, to make purchases, or to dispose of articles which would be done on horseback, usually owned a pair of saddle-bags, that would hold very near or quite a bushel on each side, which were swung over the horse's back, the weight of which, with the contents, was frequently equal to that of the rider. My father had a neighbor who was a shoemaker; he had no horse, but owned his saddle-bags, and about once a month he would borrow father's horse to carry his shoes to market, and bring back his leather and other articles to make up the next lot. Ladies, who were in the habit of visiting by invitation of the young men, were expected to own or furnish a pillion, and when her friend or lover called, she would hand out the pillion, which was fastened on behind the saddle; the lady assisted by the gentleman stepped on to a large block, or flat rock, which was a common thing for all families to have near the house. The gentleman then mounted his horse, rode up by the side of the block, the lady got on the pillion behind the gentleman, and put her arm around him to steady herself as the horse moved on.

At the time before referred to (1813 or 1814), teaming from what is now Lowell and adjoining towns was done by ox-teams almost entirely, both summer and winter, in going to market, which was then either Boston or Salem. Teams usually started from home the forepart of the day, carrying their own provision for man and beast, travelling all day and such part of the night as to enable them to reach market early the next morning, and disposing of their load that forenoon, would start for home in the afternoon or evening, reaching home the third day or night, and as a general rule without much rest or sleep except such as they were able to get while their teams were feeding, unless in

stormy or very cold weather, when the teams would be put up at some free stable, which was a common appendage to the taverns (as all public houses were then called), where all teamsters far and near were welcome to their use, making use of their own hay and grain, brought from home, and for themselves, they would procure a lodging at a cost of eight cents, and for sustenance using their own provisions brought from home.

The business of tavern-keeping at that time, as compared with the present, is perhaps worthy of a little notice. The usual way of transporting farm produce from New Hampshire and Vermont, as well as the towns referred to, was to take their own provisions, hay and grain, occupying free stables on the road, which were common the whole distance, except in Boston, and, when they arrived at Charlestown Neck, where they were accommodated to stable room free, would leave their teams and loads, walk over to Boston (to save bridge toll) and make sale of their produce, or make arrangements to have the market-men and store-keepers go over to Charlestown and examine their butter, beef, pork, &c., and, if any wanted a hot meal of victuals, one could be had in Charlestown or Boston for twelve and a half cents. The price of lodging, in those days, was from six to eight cents; if two occupied the same bed, it was six cents each, if but one, eight cents. In my native town, Billerica, there were, within one mile of the centre, three of these taverns, that were anxious to receive the patronage of these country teamsters; two were kept by near relatives of my mother, and the third by the grandfather to my wife. My relationship made my visits somewhat frequent. The price of meals was usually twelve and a half cents. This was not a very frequent charge at a reckoning in the evening, as they usually carried their own provisions with them, and, it was not an uncommon occur-

rence, when the teamsters were seated around a good blazing fire in the evening, for the landlord to bring in and treat to what cider the company might want; and, sometimes when competition ran pretty high for this kind of travel, a glass of "sling" or "bitters" was thrown in on settlement in the morning, which was quite often for a lodging only, although most travellers would have at least one pair of oxen or horses.

I have no recollection of ever seeing a team of two or four horses, hitched to a loaded wagon in summer, pass through my native town, up to the time that our venerable townsman, Mr. Samuel Wood, started a two-horse team, in 1815 or 1816, to do the teaming of Mr. Thomas Hurd, who had bought the mill on Concord River dam of Whiting & Fletcher, now Middlesex Company property, which previous to this time had been occupied by John Goulding, as a custom mill for carding wool, and for making boot-webbing and tape.

In 1821, Lowell, Jackson, Appleton and others commenced operations at East Chelmsford, soon after which, teams for the transportation of the machinery, cotton and manufactured goods were put upon the road and continued to increase, till, in passing to and from Boston by private conveyance, between 1830 and 1835, you would hardly go one mile without meeting a team of four or six horses, loaded with freight, or a six-horse stage loaded with passengers. Up to the time of starting the Boston and Lowell Railroad, in July, 1835, Samuel Wood and Joseph Tapley did a large proportion of the teaming for the manufacturing companies of Lowell. I am informed by Mr. Wood, that the price of teaming at that time was from two-fifty to four dollars per ton, and that the number of horses used at the time of the railroad starting, was estimated to be about one hundred and fifty, by Wood, Tapley, and those who made teaming a special business.

In 1821, at the time of the commencement of business at East Chelmsford, the only public conveyance for passengers, except by boat on the Middlesex Canal, in summer, was a mail stage, which was run from Boston to Amherst, N. H., passing through Charlestown, Medford, Woburn, Burlington, Billerica, Chelmsford Centre, Tyngsboro', Nashua, to Amherst, up one day and back the next, carrying very few passengers, but with mail money they were just able to live.

The coach used at this time was a rudely constructed carriage, with a body with sharp corners, hung on thorough-braces of leather, with a foot-board for the driver's feet, and trunk-rack behind firmly bolted to the axletrees. Soon after this time a new mode of hanging the foot-board and trunk-rack was invented, by which they were both hung to the body of the coach (as is now the custom), for which a patent had been obtained.

Some time after this improvement had been adopted by my then employer, Wm. Richardson, of Billerica, who was then the party running the stage between Nashua and Boston, he was prosecuted for having altered the rack and foot-board of his coach, without first purchasing the right so to do of the patentee.

Soon after the commencement of work at East Chelmsford by Mr. Boott, the progress of business made a demand for stage accommodations, and an arrangement was made with Mr. Richardson, of Billerica, to run a two-horse hack (which was bought in Boston for the purpose) from Billerica to the new works at East Chelmsford, up on Monday and down on Saturday, to accommodate Mr. Hills and others, who lived in Boston, to take the Amherst stage at Billerica for Boston. This arrangement for stage accommodation continued for a short time, when it was found to be quite insufficient to meet the public demand, consequent upon so

large an amount of work as was then being done and projected at East Chelmsford, and naturally suggested a better and more acceptable mode of conveyance than was then given by the Billerica stage owner.

George Brownell, Joshua Swan, Charles Smith and others thought it best to have a good line of stages, owned by residents at home, and an arrangement was made by which these gentlemen were to run a daily stage to Boston, which was for a time under the management of Mr. Ira Frye, and it was soon found that the old Amherst stage must be run daily, and then Concord, N. H., Haverhill, Newburyport, Salem, Derry, Pittsfield, Dover, Groton, Pepperell, Worcester and Framingham followed in rapid succession. These several stages, with others, were multiplied till the number of stages arriving at and leaving Lowell at the time the railroad commenced operations, in July, 1835, as near as I can now recollect, was from forty to forty-five each day, employing from two hundred and fifty to three hundred horses, which ran in and out of Lowell, and twice that number including what were used between Lowell and Boston; and the number, as the lines extended north, south, east and west, would be difficult to enumerate. Not one of these several lines of stages is running in or out of Lowell at the present time. They were owned by individuals and associations at Lowell, Boston, Nashua, Salem, Haverhill, Newburyport and other places. I believe I was the largest individual owner, employing for several years one hundred horses or more, daily. Stage-fare to Boston was one dollar and twenty-five cents, or five cents per mile, when there was no opposition; at such times it was fifty cents to one dollar.

The building and operating of the railroad in 1835 made a complete revolution in the business of transporting both passengers and freight, but it was a change from an

old to a new and better mode of doing the business, and made a demand for both men and teams, to such an extent that those engaged in that business suffered much less loss than they would had no such demand existed.

I have made some mention of the style of tavern-keeping in my early days. I will now refer to the same business after Lowell got well started (say from 1830 to 1835, as compared with later periods, up to the present), when it was difficult at certain seasons of the year to get hotel accommodation, for passengers arriving in the late stages. The hotel-keepers were frequently obliged to call on private residents to accommodate lodgers for the night. The hotels at that time were more in number than at any time since. There was the Stone House (now the residence of Dr. J. C. Ayer), the American House, Mansion House (kept by Jonathan Tyler), two in Belvidere (City Hotel and — House, where St. John's Hospital now stands), Washington House, Appleton House (on Gorham Street), one opposite Hale's Mills, two on Middlesex Street, Railroad Hotel on Market Street (since burned down), and the Merrimack House, making thirteen in number, many of which were taxed to their utmost capacity to accommodate the travel, with a larger number of victualling cellars and restaurants than at any time since. I mention the number of hotels, and the want of accommodation for the public travel, for the purpose of showing the effect (so far as hotel-keeping in Lowell is concerned) of the opening of the railroad from Boston to Lowell.

The rent of hotels at that time was as high as it is at this time, a period of forty years later, and the leases of the best of them were worth a premium, but after the railroad was built and opened to Nashua, in 1838, many of the hotels were closed, and very few if any were patronized so as to enable the occupant to pay much rent.

I believe it will be safe to say that the hotels of the present day are not better patronized, with our population of forty-five or fifty thousand, than they were in 1835 with less than one-third that number of inhabitants. Notwithstanding the effect upon our hotels of this revolution in the modes of transportation, no one desired to return to the old ways of doing business, and this loss to one branch was more than made up by the increased facilities given by the railroad.

At a later period, a new impetus was given to Lowell by the construction of the Northern Canal in 1847, and about the same time by the joint purchase and improvements at the headwaters of the Merrimack by the Locks and Canals and Essex Companies, thereby more than doubling its water power, as the large increase in mills and machinery since that period fully confirms.

I believe it will not be saying too much, to affirm that Lowell is, at the present time, by the introduction of water-works, and by the use of steam by the manufacturing companies and by individuals, as prosperous as at any former period in its history.

---

LOWELL, April 3rd, 1874.

JOHN GOULDING, Esq., Worcester, Mass. :

*Dear Sir,*—The Old Residents of Lowell have formed an association, and are desirous of collecting as much of the early history of East Chelmsford (or I believe it was called Chelmsford Neck as far back as I recollect you there, and carried wool to your mill), and of those who lived there in its early days, as possible. Hearing that you were still in good health, I thought if it was not too much for you to do, I should like to have you give as particular an account as



you could of the time you moved to Chelmsford Neck; how long you remained there; what your age was then, and what it is now; what business you were engaged in; what inventions you had at that time matured, and what since, and such a general history of the same as you are able to give, without imposing too much upon your time and patience.

Very truly yours,

JOSIAH B. FRENCH.

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WORCESTER, April 4th, 1874.

JOSIAH B. FRENCH, ESQ.:

*Dear Sir,*—Your favor of the 3rd inst. is at hand, and contents noted. I see you among others are collecting what information concerning the early settlement of East Chelmsford you can collect. As I was an early settler there you ask what I can relate in the matter.

I settled there in the year 1812, had a factory built for me by Fletcher & Whiting, on Concord River; hired it for eight years at \$200 a year; carried on the business of spinning cotton yarn, in a small way, as all our manufacturing was done at that time; spun about twenty pounds of yarn per day, Nos. from 10 to 20; also had a carding machine, for carding custom wool for spinning by hand, making what was called homespun cloth; carried on a machine shop, making cotton and wool machinery; made looms for weaving suspender webbing and boot webbing, and a tape loom to weave thirty-six pieces at one and the same time. The above were all pretty well under way when the war closed and ended all such enterprises, at least for a time—which, thanks to our enterprise and skill, we have in a great measure overcome, and established our manufactures on a tolerably good footing with other nations.



That place was very thinly settled at that time ; say Mr. Fletcher, J. Tyler, — Gedney, just over into Tewksbury, Major Fletcher, Widow Warner, and Tavern House belonging to the Canal, and I think one other, were all the houses that could be seen at that place at that time. I occupied the building I hired of Fletcher & Whiting for some four years, when Mr. Thomas Hurd purchased it and used it for making satinets. I built a small mill on the Canal property, and took water from the canal, and made machinery there ; helped fit up Hurd's Mill. I moved from there just before the Canal Company sold out to the present owners, who came in possession and established Lowell. Mr. Tyler built a grist-mill just below me on the canal. I think that was all the improvement there was at that time.

You request me to state what inventions I had made at that time. I had not made much that proved useful then, although I had begun improvements on woolen machinery, that I afterwards brought out with much study and labor and cost, that proved of immense value. You ask me to state what inventions I have made up to this time. I hardly think you expect that to be answered in full ; it would take a large volume, and much time and thought, to collect what I have done. I will only say I have, within the last twelve years, spent a hundred thousand dollars in experimenting. I have perfected and have on hand at this time more improvements than I have made in all my life previous to this. For instance : a device to stop the explosion of boilers ; save one-half the fuel now used in creating steam or vapor for power, to go on any river, no matter how muddy the water is. I use no water to create power, but bisulphate of carbon instead, to drive the Great Eastern or for any other power wanted. I have made the ring-spinning to partake of the live spindle in all its good qualities, and also the ring in all its good qualities, all in one — that

is, in the ring. I consider that I have put steam on a footing beyond that sought by Button and Watts' first improvements in steam, and for a hundred years to come. I am now negotiating to put the steam in practical operation at once and show the world what I can do.

I hardly know what way to meet your wants. Have given you but a very faint idea of what I have gone through. If you think of anything in particular you wish me to answer, don't hesitate to ask. I shall be happy to meet your wishes.

Yours truly,

JOHN GOULDING.

P. S.—I was when I went to Chelmsford twenty-one years of age; am now eighty-two—sixty-one years since I went there.

J. G.

8  
CONTRIBUTIONS

—OF—

THE OLD RESIDENTS'

Historical Association,

LOWELL, MASS.

ORGANIZED DECEMBER 21, 1868.

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Vol. I. No. 4.

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*XXII. Memoir of Samuel L. Dana, M. D., LL. D.,  
A. A. S. (with a Likeness), by John O. Green.  
Read February 1, 1879.*

---

SAMUEL L. DANA, M. D., was the second son of Luther Dana, a sea captain, who sailed years from Salem, in the employ of Messrs. Derby; was born in Amherst, N. H., July 11, 1795. He was prepared for college at Phillips (Exeter) Academy, and entered Harvard, with his older brother, James Freeman Dana, in 1809, when he was fourteen years old.

The two brothers were endued with the same love of natural science, and entered upon the study of certain branches with great enthusiasm, making excursions together on foot through the country lying thirty miles around Boston, examining its geological structure and collecting specimens. The result of these researches was an octavo volume: "The Mineralogy and Geology of Boston and Vicinity," published by the brothers in 1818. The younger employed himself also in entomological subjects, and formed quite a collection of prepared insects. This was given afterwards to the Linnean Society, of which the brothers were very early members. Immediately after graduating, in 1813, he commenced reading law with his uncle, Judge Dana, then residing in Charlestown, Mass., of which study he always spoke with great disgust. But having some desire to see something

of military life, he received, through the interest of military friends, a commission in the army as lieutenant of the First Artillery, with which corps he served in New York and Virginia until the close of the war. His commission is dated in 1814, and signed by James Madison, President.

In June of 1815, the army having been disbanded, he resigned his commission and commenced the study of medicine with Dr. Bancroft, of Groton. He received his degree from Harvard, and began the practise of his profession in the west parish of Gloucester, Mass., in 1818. From 1819 to 1826 Dr. Dana practised his profession in Waltham, being invited there by Hon. Theodore Lyman, and during that time established a chemical laboratory for the manufacture of oil of vitriol and bleaching salts. He also founded the Newton Chemical Company, of which he was chemist. In 1830 to 1833 he was often called to Lowell as consulting chemist. He had always at Waltham manifested great interest in the improvement and education of the persons in the employ of the companies; was one of the founders of the Rumford Institute there, and in 1834, in the winter and spring, delivered a course of chemical lectures in Lowell, before our Mechanics' Association.

Having received the appointment of chemist to the Merrimack Manufacturing Company, he removed here in 1834—into the house next my own on Pawtucket Street. Dr. Dana's next publication, after the *Mineralogy and Geology of Boston and Vicinity* in 1818, was a clear exposition of the chemical changes occurring in the manufacture of sulphuric acid. This was followed by a report to the City Council of Lowell on the danger of using lead water-pipes; and reports to the Water Commissioners, both of Boston and New York, on the introduction

of the Croton and Cochituate water, by both of whom he was consulted, as were other eminent chemists.

He was a frequent writer in *Silliman's Journal* and other periodicals of similar character. About this time Dr. Dana's agricultural experiments and observations were made and the materials obtained for the "Farmer's Muck Manual," published in 1842. His "Essay on Manures" received the prize offered by the Massachusetts Agricultural Society in 1843. He next published a large octavo, of four hundred and fifty pages—"A Translation of Tanquerel on Lead Diseases"—which was considered an important contribution to medical knowledge, a subject of the greatest interest, from its insidious and obscure symptoms and nearly fatal to two individuals, acquaintances of his, at a time when it first began to be understood.

The discussion of the lead pipe question gave rise to several pamphlets from Dr. Dana's pen. Dr. Dana's discoveries with respect to bleaching cotton cloth were published in France. The principles thus established have led to the American method of bleaching, which, Persez says, "realized the perfection of chemical operations."

After his removal to Lowell his devotion to the duties of his laboratory, on the Merrimack Corporation, knew no interruption or relaxation. In applying science in aid of manufacturing, he chose a wider field for observation and experiment than that open to the teacher of science. As a chemist, says Dr. Hayes, he belonged to the class of those "who knew the most properties of the most substances," and was eminently successful in original devices, and in general and technological work he abounded in resources. Early in the business of manufacturing acids and similar products, improved plans and processes were used by him for producing a fast brown.

Soon after his coming here he commenced researches on the action of the dung of beeves, then deemed indispensable in the printing of calicoes. The Merrimack Company actually kept one hundred cows, beside purchasing largely from the farmers. His labors here had the character of a systematic scientific course, and resulted in the discovery that crude phosphates in a bath with bran, were a complete substitute for that disgusting material. Of the same systematic character was his mode of action of the agents used in the important step of bleaching fabrics, involving analyses of various cotton fibres. These inquiries resulted in his invention of a method which not only received high commendation as a scientific work, but universal adoption in practice. Daily was his attention called to the ever-recurring accidents and obstacles of large works in the printing and dyeing with madder. His study of these impediments led to simple suggestions as to remedies.

The extension of the works and varied application of power led to the use of steam, in addition to the basis, water-power. Here he was called to the new field of civil engineer in addition to other duties. His development of the whole subject of evaporative power of coal, and economical disposition of the heat in steam and water of condensation, is a masterly effort, embracing every detail, and was in advance of any published results at that time, and by which vast sums were saved to the company. Indeed it is not too much to claim that it was his skill and that of his friend, John D. Prince, Esq., the agent, which made the world-wide reputation of the Merrimack prints.

While these varied applications of science to most useful purposes were daily occupations, he was pursuing in his laboratory the great study of his life — Madder, its

products and its application to dyeing—year after year. He deemed the subject exhaustless; and while following the published results of other laborers in the same field, as test trials, says Dr. Hayes, “I happen to know, that the most important discoveries, from time to time, were made by him and often applied before their publication by others.” His laboratory, in most busy moments, was exceptionally neat; the deft handling of the apparatus and order of experiments expressed the system of thought.

As a teacher he, both orally and through successive editions of his agricultural notes, under the quaint title of “Muck Manual,” contributed largely to the accurate information of agriculturists in America and England.

In the annual report of the Minister-at-Large in Lowell, in 1857, Rev. Mr. Wood had occasion to recommend and enforce an economical saving and a wise selection of food. It should be, he says, the object of every friend of the poor to understand and teach the poor, as occasion may be found, what are the most nutritious, digestible, healthy and at the same time the least expensive articles of food. To aid him in his teaching, and to sustain and make more forcible his remarks in this connection, he appealed to Dr. Dana to know what is the amount of nutritious matter in the common articles of food. The Doctor replied in an exhaustive report of eight pages, of such admirable perspicuity that it was widely published, setting forth the whole chemistry and physiology of nutrition; the laws of physiological chemistry, with a table of the relative value of articles of food, arranged according to their proportion of nutrient matter in each of the four groups of elements concerned in vital changes. The closing pages are so characteristic of the Doctor that I cannot forbear copying them.

“What an amount of nutritive matter is afforded by the oat! No part of it is useless; its albuminous portion allies it to peas and beans; its starch equals that of fine wheat flour; its fat far exceeds that of any other cereal grain, and is equalled by that of our Indian corn. It would seem as if Nature intended oat-meal gruel as the food to succeed milk when the child is weaned. It is still generally considered the food for invalids, but unfortunately it forms a popular article of diet in Scotland only. It is praise enough, that it is a favorite with a people distinguished for shrewd common-sense. Oat meal is placed near bran, so that the eye can see at once how wheat is robbed of its nutritive value by those who brand its flour as ‘extra fine.’ It is a great error in diet, this refined fine flour, as the composition of bran thus separated teaches.

“Casting the eye over the table,” he says, “it will be seen that the grains, the pod-plants, the roots, differ widely in nutritive power, viewed in the mass.

“Rice alone forms an exception to the grains, and as an article of diet must be ranked below potato meal. Rice and potatoes are among the lowest articles in our scale. Yet we have accounts of whole races of men subsisting on these articles, the national diet. We forget that potatoes imply buttermilk and cabbage, with salt herring; and we are assured that the rice-eaters in India add to their diet ‘kari’—a compound of meat, fish and vegetables, which is boiled with the rice. Cabbage contains a very large proportion of the albuminous group; hence it is an excellent addition to the starchy potato. No healthier, or for its cost, richer nutrient dish can be named than the ‘kolcannon’ of the Irish—boiled mashed potatoes and cabbage seasoned with pork fat, pepper and salt: a truly savory dish.



“ Immense bulks of rice and potatoes must be consumed, when used as the main food articles. They contain a very small portion of fat or oil, hence instinct has lead to supplying this by such articles as can be best obtained. Instinct, observation and experience have led also to the addition of fat to peas and beans. They contain a larger proportion of albuminous nourishment, far exceeding that found in animal food. Pork and beans! The concentration of nutrient diet! Let it be interchanged with kolcannon, or suet pudding, sweetening this last with molasses. This last is one of the best nourishers, peculiar to and almost wholly composed of the chemical constituents of the third group, with a reasonable tincture of the first. Who can sound the praises of molasses as an article of diet! Why, the very word is to be pronounced with the tip of the tongue! Molasses, like wit, is not only fat within itself, but the cause that fat is in other things. Who so fat and sleek as the African in the sugar season? It performs all the functions which belong to the nutrients of our third group of nourishers.

“ As long, therefore, as the oat-meal cake supports life better than the wheaten loaf of finest flour; as long as bean porridge, the wholesome breakfast of the ‘ golden days of Good Queen Bess ’ may be cooked; as long as pea soup, with its garniture of potatoes, carrots and onions, which are more than a relish and which ought to have graced our table as nourishment of a high order, may be gently simmered by the smallest fire; as long as beans may be baked and moistened lusciously with a bit of pork fat, rendered toothsome with molasses; as long as gems of suet may be battered into corn-meal pudding, where they sparkle like drops of honey-dew inclosed in trembling jelly; so long Nature assures us that she

spreads her daily board with that same wise forecast with which she furnishes forth the banquet of milk which waits and welcomes the new-born babe."

He removed in November, 1851, to Tyngsboro', and purchased the Lawrence place. He there carried into farming practise the same scientific methods that he had found so important in technical inquiries, and added an overflowing love for the pursuit in all its varied bearings. He returned to his residence on the Merrimack Corporation in 1860, still retaining the Tyngsboro' place for a summer residence till 1866, when it was sold.

During his residence in Waltham, about 1833, he visited Europe, in company with John D. Prince, Esq. He was an enthusiastic lover of music, and while abroad, they enjoyed to the utmost together the rare privilege of hearing Malibran, Paganini and all the celebrities in the musical and dramatic world. Painting and poetry were equally with music a source of happiness to him, and his memory, even in his last sickness, never failed in repeating lines from favorite poems. He had a peculiar gift in reading aloud passages of pathos; and after a day passed in abstruse scientific problems in his laboratory, he would take up a volume of some of the English poets and essayists, and lose himself in the beauty and power of some favorite passage, as if he had never studied any thing else.

His geological knowledge was kept bright and increased by constant additions from the best and latest authorities. One of his courteous attentions to scientific friends and strangers was an excursion to a travelling sand, which in a part of Lowell, south of Middlesex Street, advanced slowly but surely over arable land, con-

verting it into a desert space, although now nearly covered with dwellings.

The Doctor was extremely witty; and when relaxation from study permitted, he entered with great zest into the pleasures of society, contributing his full share to the enjoyment of others.

Upon his return to Lowell from 'Tyngsboro' he sent a large and valuable collection of his scientific books to Harvard College and part of them also to Amherst College. With characteristic kindness, he directed that the Crosby bedstead, from which he derived so much comfort in his last illness, should be given to the Lowell Dispensary, for the use of sufferers from similar accidents, and it has been in frequent use from that day to this.

He died at his residence on Wanalancet Street, in Lowell, March 11, 1868, after an illness of some weeks, consequent upon a fall upon the ice at his own doorstep, aged 73.

Says Dr. Hayes: "In his death we must conclude that a great and good man has left us, whose highly scientific labors were constant for the benefit of others, but whose modesty and sphere of action precluded deserved public acknowledgment and praise."

The Dana family is one of the oldest and most honored in Massachusetts. The first of the name who came to this country, in 1640, Richard Dana, settled in Cambridge. From this root we have in different branches Samuel L. Dana, the chemist, and Richard H. Dana, the poet, lately deceased. The latter has left us grand lines on Immortality, which it is our delight to recall and imprint as we conclude our notices of the eminent ones who have winged their way to the higher life.

. . . . . "O listen, Man!  
A voice within us speaks the startling word:  
'Man, thou shalt never die!' Celestial voices  
Hymn it around our souls; according harps,  
By angel's fingers touched when the mild stars  
Of morning sang together, sound forth still  
The song of our great immortality:  
Thick clustering orbs, and this, our fair domain,  
The tall, dark mountains, and the deep-toned seas  
Join in this solemn, universal song.  
O listen, ye our spirits! drink it in  
From all the air! 'Tis in the gentle moonlight;  
'Tis floating in day's setting glories; Night,  
Wrapt in her sable robe, with silent step  
Comes to our bed and breathes it in our ears:  
Night and the dawn, bright day and thoughtful eve,  
All time, all bounds, the limitless expanse,  
As one vast mystic instrument, are touched  
By an unseen, living Hand, the conscious chords  
Quiver with joy in this great jubilee:  
The dying hear it; and as sounds of earth  
Grow dull and distant, wake their passing souls  
To mingle in this heavenly harmony."

LOWELL, March, 1879.

*XXIII. The Families Living in East Chelmsford (or "Chelmsford Neck," now Lowell), in 1802, by Z. E. Stone. Read February, 1874.*

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THE paper here presented was first suggested by our well known fellow-citizen, Samuel Wood—about the oldest member of our Association. He had noted such facts as occurred to him, relative to the homes of the residents here before Lowell was dreamed of; and in conversation with Edward B. Howe (another member of our organization) gave hints of their situation which that gentleman was careful to remember. Mr. Howe likewise interested in the same subject Mr. and Mrs. Jonathan Tyler—both natives of this section—and from them obtained many of the details which follow. After numerous consultations with Mr. Howe it was agreed that "your humble servant" should commit the facts thus gleaned to writing, with such additional scraps of local history, of a similar character, as he himself had from time to time collected. The result appears in the following pages.

FEBRUARY 2, 1874.

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Travelling east from Middlesex Village, the first house on the highway was that of Silas Hoar, on the bank of the Merrimack, near where now stands the ice-

houses. The house—a low, one-story dwelling—is still standing. On the opposite side stood the house of John Putnam. This was burned down in 1864, at which time Daniel S. Waite (a member of Franklin Hook-and-Ladder Company) was accidentally killed.

Next was the home of the late Amos Whitney—the same lately owned and occupied by Jonathan Bowers.

The house of Archibald McFarlin, father of Luke and the late William McFarlin, stood next, on the left, near what has answered as a workshop for Jonathan Bowers for many years.

Capt. John Ford resided in the house where John L. Corliss now lives. Jonathan Spaulding lived in the house which is now the residence of Dr. Joel Spaulding, who was born there. It was at the time (1802) a public house or inn.

The next belonged to Capt. Phineas Whiting, and stood on the spot where now is the fine residence of Frederick Ayer. Between the last-named house and the river bridge, stood Luke Bowers' home, which was torn down many years ago.

On the corner, opposite Capt. Whiting's, was the home of Asahel Stearns—the site of the residence of the late Nathaniel Wright: now the home of Thomas G. Gerrish.

Jonathan Fiske lived next to Mr. Stearns. His house disappeared years ago. Next to him lived a Mr. Livingston, whose house stood on the ground where now stands the residence of John F. Kimball. Previous to this house being occupied by Mr. Livingston, a small store and a shoemaker's shop were maintained here, by Capt. Whiting, and it was at this point that Capt. Whiting commenced business. Joseph Chambers, a cooper

by trade, lived in a house on the opposite side of the road, on the site of which now stands the residence of George W. Shattuck.

The next building in this vicinity was a red school-house, which stood where the Lowell Hospital now stands. [Another old resident—a lady—locates the school-house on the opposite side of the road, or nearer the bank of the river—about where stands Jonathan Johnson's residence. Merrinack Street did not then exist even as a highway. The lady well remembers the appearance of the large rocks in the river, as she saw them for days and months from the school-house window.]

Benjamin Melvin lived in a house nearly at the foot of Pawtucket Falls, on the right-hand side of the road leading to what was then called "The Landing." Before Pawtucket Canal was built, lumber was rafted down to the head of the falls, but could not be sent over them, and consequently the rafts were broken up and the lumber hauled piecemeal, with ox-teams, down to "The Landing," where it was again made into rafts and sent down the river to a market. A few rods above the landing stood a saw-mill and a grist-mill, owned by Nathan Tyler, who lived in a house between that point and the road, and where Jonathan, Silas (now living in Lowell) and other members of the Tyler family were born. At this saw-mill the lumber for the Mansion House (which many of our old citizens well remember) was manufactured. The mills were carried away by a winter freshet. The ice after coming over the falls, blocked up or choked "the Pond," as it was called, and the high water and swift, strong current heaped it up in an immense pile. The mill and its contents were actually and literally crowded off by the ice, on to the dry, firm land, sustaining but little injury. This, however, was the end

of milling business at "The Landing." The event here related occurred since 1810.\*

Moses Cheever's house stood thirty or forty rods off from Mr. Melvin's, east, and away from the road; and it is probable that the highway ended, in this direction, at Mr. Cheever's house.

A man named Hall, a blacksmith, lived in a house about where now stands the Monument, in Monument Square, and near his house was his shop. Between the front fence on Merrimack Street and the residence of Mr. Burrows of the Print Works, is now standing an apple tree which was on the lot where stood Hall's house.

Josiah Fletcher lived in a house that stood near the building in which is the apothecary store of Bailey Bros., corner of Merrimack and John Streets. By some this house is located a few rods north of the John Street Congregational Church, about where stands "the Overseers' Block," Boott Corporation.

Crossing Concord River on a bridge which stood a trifle below the present one, which unites Merrimack and East Merrimack Streets, the first house belonged to Joseph Tyler. It is still standing, a few feet back, between Brown Street and William N. Owen's market. It has sometimes been called the "Old Joe Brown House," Mr. Brown having long lived in it.

Next in this direction is what has been called "the Gedney House," and later "the Old Yellow House." It was built and occupied by Timothy Brown, about 1750, who kept tavern and also superintended the ferry across the Concord River. He sold to a man named Woodward, who in turn sold to Philip Gedney. Maj. Whittemore, of

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\* Allen's History of Chelmsford mentions the existence in 1816 of a grist and saw-mill at Pawtucket Falls, built by Luke Bowers and sons.



Cambridge, was the next purchaser, and from him it passed into the hands of Edward St. Loe Livermore, who sold to the late John Nesmith, and the last-named gentleman sold to the Sisters of Charity. The building now forms the ell part of St. John's Hospital. [There must have been one or two other houses in what is now Belvidere at the time of which this treats. It is probable the house of the heirs of the late Zadock Rogers stands on the site of one in existence then.]

Joseph Warren kept a public house on the site of the present American House. The building was removed, and is now standing on Warren Street, east of and next to George W. Norris' livery stable.

A small house stood near the present site—perhaps a little south—of the Middlesex Company's counting room. The house, now on Church Street, opposite Lawrence Street, is still identified. It was, and probably is now, one-and-a-half stories high, painted yellow.

Nathan Ames and John Fisher lived near the paper and batting mill, on Lawrence Street. They did a large blacksmithing business. Mr. Ames was the father of the well-known Springfield sword manufacturers of the same name.

The next was the Johnson Davis house, where now resides Elisha Davis, at Davis' Corner, at the junction of Central, Gorham and Thorndike Streets. Next stood the house of Moses Hale—just across Hale's Brook, going toward the Fair Grounds. It is still standing. Mr. Hale's mill is also standing; but of late years it has been known as "Mather's Mill." Ephraim Osgood lived in the next house beyond—near where the Boston and Lowell Railroad crosses Gorham Street. The house has been demolished within a year, and on its site has been

erected a modern dwelling by Charles Osgood, a son of Ephraim Osgood.

Moore Street took its name from a family of Moores living on the old Tewksbury road. The house stood nearly opposite Mr. F. P. Appleton's residence. Their names were Joseph and Mial Moore. Our fellow-citizen, Weld Spalding, married a daughter of the latter.

The arch seen at the left of the present bridge across the Concord River, near the Cemetery, is no part of the original bridge, or the one existing in 1802, but of the one which succeeded that in use at the date given.

At this time (1802), pursuing the same direction, toward Billerica, lived a Mr. Carleton, in a house which is believed to be still standing, and is (or was a year or two ago) occupied by A. F. Dyer; it is not within the limits of Lowell. About one-hundred rods beyond Mr. Carleton's were formerly clay-pits, where a great many brick were burned, and traces of the works may still be found. On the old Boston Road, in Chelmsford, lived Peter Marshall, where still live his descendants.

Following the same road (coming toward the city) the next house was that of Sprague Livingston. On a cross road, leading toward Middlesex Village, resided, in one house, Robert and Stephen Pierce.

Coming back to what is now Hale Street was Capt. Benjamin Butterfield's house — a large, two-story dwelling. Torn down, and on the site has been erected a modern house, owned and occupied by Benjamin Edwards.

Levi Fletcher's house was on a lot of land which now lies between Chelmsford and Liberty Streets, near where the Pound for years formed a landmark. A stone building now occupies the site of the old Fletcher house.

Beyond, where to-day is Gates' tannery, at the forks of a road, on the right-hand side, stood a school-house. Opposite the school-house, on the main road, stood a dwelling occupied by John Gload. No traces of either now remain; but the hill and the stone wall, where school-children played seventy-odd years ago, have been recognized by one now living, within a few years.

In the same neighborhood, not far removed, was the house of Samuel Marshall, whose place was a house of entertainment. It is now the property of Noah Spalding. Isaac Chamberlain lived in a house on the site of the buildings which now form the residence of Dr. L. W. Jenness, on Chelmsford Street. It is believed to be a fact that the original house here was the early home of John Chamberlain, made famous through his successful conflict with the Indian chief Paugus, in Lovell's fight—a combat which has been immortalized in history and in song.

Next beyond lived Henry Coburn, and there still reside two of his sons, Henry A. and Stephen A., brothers of Charles B. and Franklin Coburn, who are better known to most of our citizens than the two who have remained faithful to the old homestead.

Next, northwest of the last-mentioned, lived Simon Parker, whose house fronted the present site of the barn on Aldis L. Waite's premises—just across the road, or on the site of an extensive hennery. The tree which stood near the front door of this house is still standing. The house, before it was occupied by Mr. Parker, was the homestead of Benjamin Pierce, the father of the late President Franklin Pierce. It has been related that on the day when the news came to this section of the country of the commencement of hostilities at Concord—April 19, 1775—Mr. Pierce (afterward a distinguished

officer) was at work ploughing in the field back of the house. Like Putnam, he left his plough in the furrow, unyoked his oxen, and with very little preparation started for the scene of conflict. His honorable military record afterward need not be repeated here. He removed to Hillsborough, N. H. (where his son Franklin was born), and was Governor of the State in 1827-'29, dying in 1839.

The first person interred in the old burial-ground, at the junction of Middlesex and School Streets, was the wife of Simon Parker, already referred to. There is at least one person now living in this city who attended the funeral of Mrs. Parker, and distinctly remembers the fact stated here.

Zebulon Parker lived on a traveled road, leading from Middlesex Village, now called Pine Street; and Mr. Parker's house was about one-hundred rods from the road leading across from Pawtucket Falls—now School Street. At the corner of these two roads once stood a school-house, but it is not remembered by some we have conversed with, though it is by others. Mr. Parker's house is still standing.

Still nearer Middlesex Village—perhaps an eighth of a mile from the house last named—resided another of the three Parker brothers, Jeduthan Parker.

Following this road, near Jeduthan Parker's, but beyond, stood the old Worcester house, where lived the father of Eldad Worcester, of Tewksbury—a man who is still well remembered by many of our old residents.

On the Pawtucket Falls road, on the site of the late Alanson Crane's estate (now owned by George N. Osgood), lived Micah Spalding, who owned a large farm. The bridge across the canal, near where now stands A. L. Brooks' saw-mill, was for years called "Mike's Bridge"

—it is supposed to commemorate the fact that it was nearest to Mr. Spalding's possessions.

Samuel Marshall lived in a house southwest of the residence of Simon Parker (heretofore mentioned), on a road leading to Centre Chelmsford. It is still standing, and is owned by Noah Spalding.

Maj. Joseph Fletcher lived on what is now the site of the fine residence of Messrs. Cutter and Walker, near the corner of Summer and Thorndike Streets. A road leading up from the vicinity of the house of Johnson Davis (already spoken of) terminated at the house of Maj. Fletcher. To go in any other direction from his house, it was necessary to take down bars and follow a cart-path. This house was afterward bought by our fellow-citizen, Samuel M. Williams, and years later was destroyed by fire.

Andrew Fletcher lived near the present manufactory of James Dugdale, corner of Broadway and Willie Streets. This house disappeared years ago.

From these facts it will be seen that this locality, twenty years before it was thought of as a site for cotton manufacturing, was well improved, there being between forty-five and fifty dwelling-houses on the territory now within the limits of Lowell, with three school-houses, mills, etc. About a dozen years later the mills (afterwards known as Hurd's Mills) on the Concord River, were built, and an increase of population naturally followed.

And here ends our record of the occupants of this region in 1802. It may be that it is sometimes given irregularly; it may be, also, that errors have crept in in its preparation; and possibly you will be willing to pardon other short-comings, if they are discovered, since

the memory of those above eighty years of age (for from such most of the facts have been derived) is not expected to be absolutely unerring. But few there are now living to deny, from their own knowledge, the record here presented; and be assured that all interested in its preparation had no object save to make it in all respects truthful and reliable.

.XXIV. *Three Letters of Samuel Lawrence, Esq.*  
1—*John Brown.* 2—*On Milton D. Whipple.*  
3—*On the Purchase of the Outlets of the New*  
*Hampshire Lakes, the main source of the Mer-*  
*rimack, in 1845.*

STOCKBRIDGE, MASS., October 30, 1874.

MY DEAR MR. HOVEY :

In accordance with your kind intimation, that I should write a paper for your respected Association, have thought it might interest the members to hear of a man often in Lowell, whose life became of deep interest in connection with the great rebellion and his name highly historical.

About the year 1843, JOHN BROWN came to the Middlesex Company (of which I had charge then) with sixty-three pounds of very fine fleece wool, he having heard that such was appreciated there. He was rather above medium height—thin, gaunt and withy; his hair cut short all 'round; face marked with will, compressed lips, looking like one of Oliver Cromwell's best captains. At that time he had charge of a large stock-farm of Gen. Perkins, a rich land-owner of Ohio. I passed many hours with him, discussing sheep-husbandry and kindred subjects, and parted with him impressed that he was an extraordinary man and would become distinguished in the branch of industry he had undertaken. Before many weeks he came back with the entire clip of Gen. Perkins' flock, and repeated his visits yearly for three years with the wool.

In 1846 he commenced business in Springfield, Mass., with Gen. Perkins, under the firm of Perkins & Brown, to do a wool commission business. Their success was complete till 1849, when the price of fine wool was too low in their estimation, and Mr. Brown and he shipped it all to London, against the judgment of his friends. The wool remained in London many months and was returned to this country and sold at a great loss, breaking up the business of the house.

From 1850 to 1855 I did not see him. Then he was greatly excited on the subject of slavery, and said, with great emphasis, that he would prefer a dissolution of the Union to a continuance of slavery. This was in my office in Boston, and shocked me so that I requested him to leave, and I never saw him again.

Most truly your friend,

SAM'L LAWRENCE.

CHARLES HOVEY, ESQ., Lowell, Mass.

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STOCKBRIDGE, January 22, 1875.

TO A MEMBER OF THE OLD RESIDENTS' ASSOCIATION,  
Lowell, Mass.:

*My dear Sir*—The creation of the town of Lowell and its maturity as a city illustrate the policy of Gen. Washington's first Secretary of the Treasury admirably. Mr. Webster's description of this Secretary, given at a public dinner in New York, in 1831, is true and soul-stirring.



“He was made Secretary of the Treasury; and how he fulfilled the duties of such a place, at such a time, the whole country perceived with delight and the whole world saw with admiration. He smote the rock of the national resources, and abundant streams of revenue gushed forth. He touched the dead corpse of public credit, and it sprang upon its feet. The fabled birth of Minerva, from the brain of Jove, was hardly more sudden or more perfect than the financial system of the United States, as it burst forth from the conceptions of ALEXANDER HAMILTON.”

Our population was then (1789) three millions. Did it enter the brains of the Father of his Country, or of General Hamilton that the first century would give us an increase of fifteen fold; that our territory would be five times larger than the original thirteen States; that the greatest rebellion on record in our midst had been put down, showing armies in the field, North and South, of more men than the whole population in their times?

I remember Chelmsford, where Lowell is, when the pickaxes and shovels first went in for making the canal to the Merrimack Corporation.

I am off the course intended, at the beginning of this letter, which was to pay a tribute of respect to a former resident of Lowell for many years, Milton D. Whipple—a man of great purity of character and boundless resources as an inventor. A single illustration of his powers. In 1847 he was in the employment of the Middlesex Company, then under my charge. Woolen shawls had not been made in this country then, to any extent. I showed Mr. Whipple a Scotch clan shawl with twisted fringe border, saying: “If this fringe can be twisted by machinery, there is a great opening in this

country for this manufacture." Although Mr. Whipple had never thought of these motions before, he took such an interest in the matter that we did not separate for four hours. The same day he had made a crude machine of wood, and from it came the admirable shawl-twister which gave the business to this country permanently.

Mr. Whipple belonged to a family distinguished for inventive talent.

With my kindest respects to your Association,  
I remain your friend,

SAM'L LAWRENCE.

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STOCKBRIDGE, February 8, 1875.

CHARLES HOVEY, ESQ.:

*Dear Sir*—In a somewhat extended life, few things afford me more pleasure and satisfaction than the memories of frequent visits to the White Hills of New Hampshire and their lovely waters, extending back more than half a century and ending a quarter of a century later more practically than could have been imagined by the discoverers of that picturesque and romantic region. For some years I had occasion to study the character and habits of the Merrimaek River, as well as its main sources, Winnepiseogee, Squam and Newfoundland Lakes and Smith's Pond, making more than one hundred square miles of surface deep water.

After the work on the dam at Lawrence had been commenced, I became alarmed lest the control of those grand reservoirs should be in the hands of parties not in harmony with the mill-owners on the main stream, and formed the project of buying their outlets, consisting of water-falls, mills of various kinds for many purposes, lands and houses, owned by individuals, firms and corporations, over a large extent of country. To bring this before boards of directors would surely frustrate the success of the project. I confidentially consulted the two most influential men at that time in Lowell and Lawrence—John A. Lowell and Abbott Lawrence. Both heartily approved of the project, but were skeptical as to its full completion.

Most fortunately my friend and neighbor in Lowell, the Hon. Nathan Crosby, had lived many years in the region of these lakes, as a lawyer knew all the prominent people in the interest, and for two years previous to the time I am describing, had given such attention to the matters so interesting to me, that he was master of the situation. I had frequently conferred with Judge Crosby, and in August, 1845, gave him my entire confidence and an order to make such purchases in New Hampshire as would give me and my successors complete control of those four lakes. He executed the trust with singular ability, and with a fidelity that could not be comprehended in some quarters now.

Two letters will close this sketch better than it can be done otherwise.

LOWELL, September 1, 1845.

NATHAN CROSBY, Esq., Gilmanton, N. H.:

*My dear Sir*—I was greatly pleased by the reception of your favor of the 29th ult.; it told a good

story. I hope nothing would turn up to prevent the completion of our compact. Enclosed are two checks—on Railroad Bank and on Merchants' Bank, Boston—for twenty-five hundred dollars, each which please acknowledge by mail.

If it is in the power of *man* to compass the other matter we had in view, let it be done before you return home. Of course reason and judgment are to be used in the affair.

All is well here.

Most truly yours,

SAM'L LAWRENCE.

LOWELL, January 18, 1875.

SAMUEL LAWRENCE, ESQ., Stockbridge:

*My dear Sir*—Your letter of the 14th inst. has delighted me, as I hope you have formed a purpose to preserve the history of the purchase of the lakes in New Hampshire for manufacturing power. A direct and short answer to your question is found in my accounts of money received from you to make purchases, and in the enclosed letter [quoted above]. In August, 1845, I conferred with you and began to make purchases. *Your head and hand* were my directing power. You know our movements were *confidential* and *private*, so much so that I put different men into the field as purchasers, and each made a purchase by contract and bond the same day, at different points. My connection with the operation ended in August, 1846, having been appointed Judge May before.

Very truly yours,

N. CROSBY.

It is proper to say that I never demanded, nor would have received, anything for my doings in this matter, and had no doubt at the time that the owners of the water at Manchester, N. H., would bear their proper part of this heavy outlay, but they declined, offering a pittance, thereby acknowledging the benefit.

It has been proposed to settle this by commissioners, and declined. The water runs through the Manchester canals in seasons of drought, costing nothing to their owners.

The Merrimack River drives more machinery than any stream in this country or in Europe, and double the number of pounds of cotton are spun on it than were worked by Great Britain at the peace of 1783. It is a most fortunate circumstance that the care of these lakes has been entrusted to a man who has no equal in that branch of science, to which his life has been devoted; and I trust the life of Mr. Francis will be spared many years.

Remaining most truly yours,

SAM'L LAWRENCE.

XXV. *Lowell and the Monadnocks, by Ephraim Brown. Read May 11, 1877.*

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It was the poet Bryant who wrote :

“Thou, who would'st see the lovely and the wild  
Mingled in harmony on Nature's face,  
Ascend our rocky mountains. Let thy foot  
Fail not with weariness, for, on their tops,  
The beauty and the majesty of earth,  
Spread wide beneath, shall make thee to forget  
The steep and toilsome way.”

On our western horizon, forty miles from Lowell, there is a range of mountains. They are distinctly seen in clear weather, and present a most picturesque and interesting landscape. Citizens of Lowell of artistic taste, visitors and lovers of the beautiful and sublime, often gaze with admiration on the sunset glories which hang over these mountains.

The range is the Monadnock. This range is to be distinguished from that higher and grander mountain, situated fifteen miles west of the first-named range, and *par excellence* is the Grand Monadnock. The towns of Jaffrey and Dublin, New Hampshire, lie upon that.

The range first named is called the Pack Monadnock. The name was given from an Indian term. Its significance is, that to an Indian hunter the range presents a simile of a pack of hounds pursuing a noble stag. Grand

Monadnock represents the deer and Pack Monadnock the hounds.

If you will take your stand at seven o'clock, on some bright, clear morning in May or June, just after a rain, at the upper deck of the gate-house of the Lowell city reservoir, or on the banks of the reservoir, or the hill above it, and look westward, the first and nearest range of mountains is the Pack Monadnock.

In the central portion of this range you will see three high and cragged peaks, apparently standing in a row, upon one and the same line, running from the south to the north. The most southerly of these three highest peaks is the top of a more distant and higher mountain, piercing the sky alone. That is the Grand Monadnock, and it is from fifteen to twenty miles farther west than Pack Monadnock range.

If your sight is keen you may discover that that southerly pinnacle is far more distant, though at first view it appears to be equally near. You will perceive its greater indistinctness of outline. You will discover that it is enveloped deeper in the blue haze. You will measure by the perspective that it stands far back behind the *range*, and you may readily infer that a wide, rich, fertile and thrifty valley lies between.

And so it does. A valley some twenty miles wide, embracing many towns and giving passage to a large river—the Contoocook—which discharges its waters into the Merrimack forty-five miles to the north, above the city of Concord, N. H., at Fisherville—the precise spot where the heroine, Hannah Dustan, slew her captors and achieved her freedom.

But you have another evidence, more demonstrative and absolute, that it is a more distant peak. It is its

parallax, and it is one of the most beautiful illustrations of the method of ascertaining the distances of the heavenly bodies from one another and from us, that can readily be produced.

Take your stand to the south of the reservoir, at the house of the late David Metcalf. Note the position of the three peaks. Walk back to the reservoir. The southern peak will appear to have travelled towards the others. It cuts the back of the *range* at a different point. Go further north and it appears still nearer to the others, and could you continue your observations from points still farther north, it will appear to approach and finally to pass behind the other peaks, and become hidden by them from your sight.

To the vivid imagination of the Indian tribes of this whole region—to Passaconaway, the grand sachem whose feet grandly trod the ground now covered by this hive of industry, Lowell, and proudly stalked over the hill where our city reservoir stands and whence you are now taking your view; to Wanalancet, his son; to Waban and his tribes, whose home was in Nashabaw, the town of Littleton, but twelve miles west of us—that highest single peak, Grand Monadnock, was a noble stag.

Sir Walter Scott, the poet of the north, had not then immortalized the "Chase," in verse. Nay; Sir Walter Scott was not then even born. But in the minds of these rude, untutored tribes of this Monadnock region, the *Chase* was as vivid as to Walter Scott, and the imagery infinitely grander; a mountain was their stag and a *range* of mountains was their pack. They had no language to paint it; the Scotch poet had. It would almost seem that Sir Walter stood where you stand, his eye sweeping the same landscape, as he wrote:



“The stag at eve had drunk his fill,  
 Where danced the moon on Monan's rill,  
 And deep his midnight lair had made  
 In lone Glenartney's hazel shade :  
 But when the sun his beacon red  
 Had kindled on Benvoirlich's head,  
 The deep-mouthed bloodhounds' heavy bay  
 Resounded up the rocky way,  
 And faint, from farther distance borne,  
 Were heard the clanging hoof and horn.

As chief who hears his warder call:  
 'To arms! the foemen storm the wall!'  
 The antlered monarch of the waste  
 Sprung from his heathery couch in haste,  
 And stretching forward free and far,  
 Sought the wild heaths of Uam-Var.

Yelled on the view the opening pack ;  
 Rock, glen and cavern paid them back ;  
 An hundred dogs bayed deep and strong ;  
 Clattered an hundred steeds along.”

The Pack Monadnock range is an extension, or outlier, of the White Mountain range. This outlier to an observer in Lowell has its beginning in the northwest. It is in the town of New Boston, N. H., known as Joe English Hill. It is one of the three mountains known as the Uncannunucs. Joe English is between five hundred and six hundred feet high. It is not visible from the city reservoir hill. It takes its name from a friendly Indian, who was named Joe English by the whites, hence the other Indians hated him and determined to kill him. Being pursued by an Indian warrior, Joe ran around the mountain. He was a swift runner, and so far outran his pursuer that he overtook him on the circle, and shot him from behind. Joe English was shot and killed by the Indians about two and a half miles northwesterly from Tyngsborough Centre, while acting as a scout and guide to the whites.\*

Southwesterly from Joe English Hill the Pack Monadnock range trends westerly and southerly, between New

\*See John B. Hill's Dunstable.

Boston, Francestown, Peterboro', Sharon and Rindge, on their northerly and westerly sides, and Lyndeboro', Temple and New Ipswich on their easterly side.

The highest and largest peak in the northwest is known as Heald Mountain, because once largely owned by a renowned hunter, farmer and Indian trader, whose farm and home were in Temple, and whose exploits in those early days of daring and danger, and whose enterprise in the conduct of a new settlement, would make a volume. Heretofore his has been mostly an unwritten history. He was my father's grandfather. My father often told an intensely interested boy stories of Major Heald's adventures with bears, wolves, catamounts and Indians—related by the adventurer to my father—that left upon that boy's mind an impression that Major Ephraim Heald was not only a pioneer, but a leading man, a mighty hunter and a valuable citizen.

These reminiscences from memory, and the facts obtained from others of his descendants, are being put in writing, for the interest and use of history and posterity, and are "Records of Monadnocks." I have little doubt he pursued wild game over the site of our beautiful city (for he was born in Townsend and his father in Carlisle), took fish from our river, and held councils and smoked the pipe of peace within the bounds of Lowell—if not with Indians, with comrades from Dunstable, who joined him in his adventures; but, alas! from one, his companions never returned. Heald had a hair-breadth escape, the very recital of which is full of thrilling interest. This territory on which we live, and its dependencies, has a history behind the history of Lowell as we know it, unwritten, and yet not lost.

The westerly end of Heald Mountain is Barrett Mountain. It overlooks the towns of Greenfield and

Peterboro', and the Contoocook Valley. It squarely faces Grand Monadnock. It is in the northwest corner of Temple, very near Peterboro' and Greenfield lines. It can be seen from the reservoir, between the two northerly high pinnacles, and though nearly as high, it appears lower, being beyond.

The tops of Heald and Barrett Mountains, form a horizontal and nearly level plateau of about one hundred acres. This plateau is one-fifth rock and four-fifths soil. This soil produces a large growth of sweet, rich grass, in which cattle thrive and fatten. This plateau with other lands was purchased by Major Heald and kept by him for a hunting park—a zoological garden—till his death. Its former owner was John Borland, a Boston merchant, an English tory, who climbed to the top of a building, in Charlestown, at the battle of Bunker Hill, as he said, "to see the damned rebels fall," and stretching over a rail to get a good view, the rail broke and he fell to the ground and was taken up dead.

The next high mountain southerly—the middle one of the three highest pinnacles heretofore described—is Whiting Mountain. It lies directly between Peterboro' and Temple. There is a valley, or depression, at its southern base. The valley is distinctly seen from Lowell; and through it, yet upon the hip of the mountain, the road from Lowell to Peterboro' passes. It is the only stage-road, directly west from Lowell, to Keene. The gap is narrow, the ascent steep and the view magnificent. Below lie "tilth and herds and swarming roads."

Next south of this gap commences a range of lower mountains, having various local names, as "Fuller Mountain," "Searle Mountain" and "Spofford Mountain," or "Maynard Mountain," from Caleb Maynard, the father

of your citizen, C. I. W. Maynard, of No. 76 Merrimack Street. And the precipitous peak at the south end of this range is Watatik, in the town of Ashburnham, at whose foot, in 1838, the writer taught school.

Looking twenty miles southerly, in the town of Princeton, Mass., is an isolated peak belonging to the Pack Monadnock range. It is Wachusett, and is visible from either reservoir in Lowell, in the southwest.

If the mountains about Jerusalem were beautiful, these about Lowell are both beautiful and sublime.

Here I make a practical and eminently useful suggestion.

It is altogether probable that nine-tenths of the inhabitants of Lowell do not know the names of these mountains. Some indeed do know that they are in New Hampshire, but can not tell the specific name of one—can not even point out Grand Monadnock, much less Pack Monadnock range. People are here, born upon their sides, who can not specify from the reservoir the name and direction of the spot that gave them birth, although it is in plain sight, having never made the observation.

Our school-children learn slowly from our school geographies. They get the names; they do not get the places; and like the scholar at one of our public school examinations, a few years ago, who had twice a day crossed the mouth of Concord River, at the Merrimack Street bridge for many years, and could not tell where the mouth of the Concord River was, they live in sight of these mountains for years and recite their names at school, yet do not know that the name, Grand Monadnock, and the towering pinnacles visible from their own doors, belong to the same group.

Strangers come to Lowell—learned men, scholarly men, teachers. Our citizens are proud to exhibit the works and beauties of our busy city. They go to the reservoir. Ah, these mountains—these beautiful mountains! What are they? Where are they? Has any one holding high and important office in Lowell ever been obliged to stammer: “I—I—don’t know exactly. I believe somebody said they are somewhere in New Hampshire.” What would an intelligent visitor think? What would he infer? Is it a credit to our city? Is it a credit to our schools? Is it a credit to our existence as a municipality, that visitors, not only from our own country but from other countries as well, must feast their eyes upon Grand Monadnock and turn away unenlightened from the view, just because the possessors and exhibitors of these sublime and beautiful landscape views did not themselves know?

There are outline maps of this beautiful region, with the name of every mountain visible from either reservoir in Lowell, placed in juxtaposition to the mountain. Let there be an enlarged drawing of this map, by a skillful artist or engineer. Let there be a few additions of positions not now upon it. Let every prominent eminence have its name appended to it. Let this map be placed upon the bank of the reservoir, substantially and as a permanent fixture. Make it indestructible. If need be, make it in metal—even in bronze. Place another on the top of the gate-house. Nay: I go farther. Erect stone and metallic pedestals on the western bank of the reservoir; one for every mountain. On each of these pedestals erect the classic arrow—one for every mountain, with its name cast in metal upon the feather. Let each arrow be immovably fixed upon its pedestal, pointing to its mountain—these silent but truthful teachers to

stand, till Time shall be no more and these mountains flee away.

The composition of these mountains is granitic. Many interesting and some valuable minerals have been obtained from them. One of the most noted is a vein of silex, composed of silicon and oxygen—pure as crystal. In fact it is crystalized. The vein is traced from the vicinity of Manchester, N. H. It crosses the Pack Monadnock range at two points. In fact, as the range lies in the form of a half-moon, with the apex toward the northwest and the horns toward the east, the straight line of this silex vein not only cuts the mountain range at two points, but divides, or cuts through, the cultivated portions of Lyndeboro', Wilton and Temple. It not only crops out on the mountains, but as it is more enduring than the mountains, it stands above the general level as a ridge. It seems as if a fracture of the earth's crust, in some vast upheaval—perhaps when these mountains were lifted, perhaps after—was filled with this material, in a plastic or liquid state, and in the subsequent denudations and abrasions of seas, avalanches and icebergs, it stood as a vertical plate of adamant; and now its upper edge, ground and polished, white as the driven snow and pure as the liquid stream, becomes a conspicuous object in the landscape. The early home of the writer was near it. I suppose it crosses the mountains at or westerly of Joe English Hill, on the north, and near the mountain farm of the Caleb Maynard before mentioned, on the south, the two points being some fifteen or twenty miles from each other.

There is a history of glass-making, written and unwritten, founded on this silex vein, commencing in 1780—ninety-seven years ago—among the first in the

United States; and as Lowell (once Middlesex) engaged in glass-making subsequently, its products being the well known "Chelmsford glass"; and, again, as Lowell people, a few years ago, engaged in the manufacture of glass upon this same silex vein, and the manufacture of glass is *still*, and successfully, carried on by a citizen of Lowell, at the same factory, therefore I suggest that papers upon the first, the second, the third, each one or separately, or all together, would be both interesting and profitable.

One hundred and seven years ago Richard King moved from Chelmsford to Wilton with his family, and settled on the hills that lie like a chopped sea below the foot of the Paek Monadnock range. Your citizens, J. F. Kimball, brother and sister, and your reader, are his great-grandchildren.

Benning, our grandfather—then but seven years old—used to recount the journey, taken on horseback, and that his crying from pain of riding was quieted by a movement for plunging him into the river.

At that time the family of Thomas Brown was living in the then adjoining town of old Concord, Mass. He was born in 1720 and died in 1784. He was the son of Ephraim, born in 1689 and died in 1749 or '50. He was the son of Thomas, born in 1651 and died in 1718. He was the son of Thomas, the original immigrant and founder of this branch of the family. This last-named Thomas was admitted freeman March 14, 1638—two hundred and thirty-nine years ago—being at that time a married man. He died in Cambridge, November 3, 1688—fifty years after being admitted freeman. His fourth son, Eleazer, was born 6th July, 1649, settled in Chelmsford in 1674, and was one of a company of fifty individuals who purchased of Jonathan Tyng, December 14,



1686. "One moiety, or half part, of Waymassit lands, which were sold by the Indians of said Waymassit to ye said Jonathan Tyng."\*

These lands were a territory of about twenty-five hundred acres of land, set off to the Indians as a reservation by the General Court in 1653. About 1665 a ditch, traces of which are still visible, was cut to mark the bounds of the Indian reservation, beginning on the bank of the Merrimack, above the Falls, and running thence southerly, easterly and northerly, in a semi-circular line, including about twenty-five hundred acres, and terminating on the bank of the Merrimack, about a mile below the mouth of the Concord.† On these lands stands our beautiful city.

The first-named Thomas Brown had a son named Jonas. Jonas was about twenty-one years of age when the agitation of the Revolution took the actual forms of preparations for war. January 1, 1775, he enlisted as a minute-man, and kept guard most of the time over the public stores, roads and bridges in Concord. On the memorable 19th of April, in 1775, early in the morning, he was under arms, and was one of the little band sent to rout the enemy at the North Bridge.

When the command was given to fire upon the enemy, Jonas' gun only flashed in the pan. Dropping on his knee to prime again, a volley from the British was poured upon them. Capt. Davis was killed; the said Jonas wounded. The ball passed between his neck and shoulder, burying in the flesh. Exasperated, but not disabled, he used to tell his sons—"I sent a ball after them pretty quick."

\* See George Toleman's manuscript Genealogy of Thomas Brown.

† See Cowley's History of Lowell, page 18.



But that was not all. He chased the enemy to West Cambridge. Going home his mother met him. He showed her his wound. Said she—"Ah! Jonas, if it had gone a little nearer to your neck, it would have killed you." "Yes, mother," said he; "and if it had gone a little further off it wouldn't have touched me."

He was commissioned ensign, and not long after his name was entered to serve during the war as lieutenant. He was at Ticonderoga. I heard him tell his grandsons, when he was over eighty years old, the story of the American forces going down the lake with a fleet of gondolas, under Arnold and Waterbury, and of its destruction. He was pensioned by the government, in 1831, as a commissioned officer. He moved to Temple, N. H., and settled in the mouth of the gap in the Pack Monadnock range before described. He married, August 10, 1784, Hannah, second daughter of Ephraim Heald. He reared seven sons and one daughter. His third son was Ephraim, the father of the writer.

When I stood between the monument and the bridge, in Concord, April 19, 1875, looking at that manly form in bronze, poised and ready—the embodiment of fixed and determined purpose—my blood bounded to my temples and my hat from my head, and bowing reverently I exclaimed—"That's the man!" He died in 1834, aged eighty-two.

It is thus we see that there have been direct contributions of men from the territory of Lowell and its vicinity to the regions of the Monadnocks, and in the next century back again. If we should trace other family histories we should find many similar emigrations, and that the migrations have not only moved out, but have returned.

These hill-towns of the Monadnocks have given to Lowell many of its citizens. But citizens are not all the

contributions. The Monadnock regions have poured their floods of waters into Lowell. Even its dews sparkle upon our tables.

The historian of Temple says—page 19—“Our ungrateful brooks, that are born and nursed and brought up here in the best of circumstances, are no sooner able to run a little, than off they go to help the people of other towns. Sundry colossal manufacturing establishments are certainly beholden to those run-away children of ours—the brooks—for a considerable share of their prosperity.”

Milk is one of its grandest products. The single firm of David Whiting & Sons, at East Wilton, receive in a single month more than forty thousand cans of milk—about five hundred thousand cans per annum. Most of this milk passes by railroad through Lowell to Boston. A portion is made into butter, at East Wilton. The product, at a single churning, is sometimes five hundred pounds of fine butter. Who in Lowell has not heard of the milk train? Surely, like Palestine, this region flows with milk, if not with honey.

On these mountains are heavy storms. Whoever lives in sight of them, may observe how often the clouds descend and rest upon their tops, and how surely that sign is followed by copious falls of rain.

But the Monadnock region has poured into Lowell other products. Granite, bricks, lumber, horses, cattle and their products; grain and other field products, and also money.

Lowell has sent back her products. From the Monadnocks have come down patriotism, virtue, sentiment, intelligence, ingenuity, honor, love and religion.

Lowell has sent back all these, stimulated and quickened into life and activity.

XXVI. *The Early History of Textile Fabrics,*  
*by Thomas B. Lawson. Read August, 1877.*

MAN in his most barbarous or savage condition, in whatever climate, has been prompted by his necessities of covering and protection, to the production of some kind of fabric for clothing. In tropical climates he has utilized the fibres of leaves, plants, bark, the husk of the cocoanut, the stripped leaves of the young palm and the brilliant feathers of beautiful birds; in colder regions the skins of animals, the wool of sheep, hair spun with vegetable or woollen fibre, also the down of sea-fowl. The natives of Africa and of the South Sea Islands have produced marvellous specimens of skillful and patient labor in many of these materials. Robes of bark fibre and also of feathers, delicate and beautiful, have been imported into this country, which have excited the admiration of all beholders. Our first knowledge of these people came to us after they had had ages of practise in their peculiar methods of manufacture, yet we are wonder-struck at their skill. Almost every country has its prominent staple: Northern Europe its hemp, Egypt its flax, India its cotton and China its silk. Silk came later into use than either of the others. Wool is almost universally found upon the earth; sheep were raised for their fleece as soon as for food; and the facile and skillful fingers of woman spun patiently and skillfully while tending her flocks either upon the plains of

Arabia, in the valley of the Nile, or on the Campagna of Rome. Spinning from the distaff was the very common occupation of woman in all ranks and conditions. The daughters of kings and the wives of nobles seemed to delight in the labor. Homer's picture of the queen and her maidens had many a counterpart throughout Europe and Asia.

                  " The queen her hours bestowed  
In curious works; the whirling spindle glow'd  
With crimson threads, while busy damsels cull  
The snowy fleece, or twist the purpled wool."

Modern archaeologists, as the two Rawlinsons, Baldwin, Layard, and many others, assert that we owe our first knowledge of textile fabrics to the Arabians and their descendants in the valley of the Nile, and the Chaldeans of Babylon, perhaps for the very good reason that they were the representatives of one of the *oldest* divisions of the human race. 'Tis undoubtedly true that the oldest specimens of woven linen that have been preserved to our day have been taken from the mummied bodies of the old Egyptians, from the tombs in the rocky banks of the Nile. Some of this linen is of very fine texture, and has been applied to the bodies with more than surgical skill in bandaging. Over two hundred yards have been taken from a single body. It has been preserved by the properties of the asphaltum, freely used in the process of embalming. Sir Gardner Wilkinson mentions a specimen now in the British Museum, sent from Egypt by Mr. Salt, which has one hundred and forty threads of warp and sixty-four of woof. Another piece obtained at Thebes, by the same gentleman, has one hundred and fifty-two of warp and seventy-one of woof. Here in Massachusetts we are inclined to think a fabric of seventy or eighty threads to the inch fine;

and I doubt if any as fine as one hundred and fifty threads to the inch, of domestic production, has been in the market for sale. I know that some very fine fabrics have been woven as specimens of what can be done, but they are not yet common for trade.

Of the textile fabrics of the very early Chaldeans we have but little knowledge. We find in the Old Testament, in Joshua vii: 21, that Achan confessed the coveting and concealing a beautiful Babylonish garment and many shekels of silver. Still earlier, Rawlinson found upon the cylinders of Babylon, of a period five hundred years before the days of Joshua, pictorial representations of fringed and figured robes of much elegance of design. In the later days of Chaldea of all their productions none obtained such high repute as their textile fabrics. Their carpets especially were of great celebrity and were largely exported to foreign countries. They were dyed of various colors, and their designs represented such animals as were often found upon their gems, as lions and leopards, griffins and other monsters. They maintained in those days as high a reputation for excellence as do those of Persia and Turkey at this day. Although silks are twice named in the Old Testament (in Ezekiel and in Proverbs), Dr. Rock, the author of a late work upon textile fabrics, asserts that *both* are mistranslations, and that all good Hebraists agree that the old Israelites were without a knowledge of silks.

It was long after the days of Ezekiel that raw silk in hanks first found its way to Egypt, Western Asia and Eastern Europe. Not the slightest evidence of the existence of silk in any form has been found in the tombs of Egypt, notwithstanding their advanced civilization. Silk in textile fabric was not known in Europe until linen, cotton and woolen fabrics had made much progress.

The silkworm was first bred in China, and there the art of reeling and weaving its product was perfected. Gradually the knowledge made its way westward. Demand was made for the raw silk which for many years was exported from China, supplying the looms of Asia Minor, Constantinople and the Islands of the Mediterranean. Dr. Rock says that the first silks woven out of India and China were woven on the small island of Cos, upon the coast of Asia Minor, by Pamphila, the daughter of Plates. The Coan vestures and veils of the Latin poets derive their name from the island of Cos. The fabric was very thin and lustrous—so thin that although covering, it did not conceal.

The first silkworms' eggs were brought to Constantinople while it formed part of the Eastern Empire of Rome, by two Greek monks, who had been in India as missionaries, where they had learned the art of rearing the worms and reeling the silk. They secreted them in their cane-heads and upon their arrival presented them to the Emperor, who distributed the worms, when hatched, through Asia Minor and Greece. Before many years had passed, Byzantium became famous for her rich and beautiful silks.

Silks soon found their way to Rome. They were at first greeted as effeminate, and some decrees against them delayed their general introduction; but imperial pride soon overcame its repugnance, and in the time of Aurelian it is said that a pound of gold was paid for a pound of silk.

The art of dyeing soon followed the art of weaving, and rich, durable and beautiful colors were used in all good fabrics, whether of silk, woolen or cotton. The famous purple dye of the Tyrians 'tis said was rendered brilliant and permanent by the tin brought from Corn-

wall by the old Phœnician navigators. The methods of rearing the silkworm and reeling and weaving the fibre early became known throughout Europe; and Venice, Genoa, Lucca, Florence and Milan became celebrated for their various styles of silk fabrics.

The introduction of gold, woven into the fabric either by the round thread or flat fillet, followed as soon as the perfection of the manufacture would warrant the outlay, and cloth of gold was in great demand for kings, nobles and the dignitaries of the church. The archives of the cathedrals of England and of the continent contain many records of rich presents of copes, stoles, tunics, chasubles and other vestments from kings, nobles and gentry. Gold inwrought with silk gave a barbaric splendor to fabrics as ordinarily used, but when combined with taste and moderation, gave much artistic beauty. At the meeting of Henry VIII. of England and Francis I. of France, in 1520, so general was the dress of golden fabric for knights and nobles that its fame became world-wide as "the Field of the Cloth of Gold."

Of all the fabrics of silk thus far produced, the palm of beauty, richness and effect must be awarded to velvet and satin. Both originated in India or China, and were first introduced into England about 1350. Velvet, with its intense depth, its reversed lights, and rich tones, and satin with its lustrous play of light, shade and reflexion, afford to the artist the most valuable aid for rich pictorial effect of all fabrics. Paul Veronese fully appreciated the value of such materials, and made a rare collection of velvets, satins, silks, cloth of gold and rich stuffs of every description. He introduced these into his pictures liberally but judiciously, and the pictures of the Marriage in Cana and the Suppers of the Apostles, are wonderfully rich examples of



fine coloring and splendid effect. Rubens, Titian and Tintoretto, used liberally the same materials, and the four names stand highest in the list of great colorists.

Another fabric of silk named frequently by Chaucer and the old English poets, and also by Tennyson in the "Idyls of the King," is variously called samite, xamite and examicam, the latter being the true name. It is derived from the Greek, meaning literally six threaded. When woven of pure silk, tastefully ingrained with gold and silver, it must have been worthy to clothe Arthur and his chivalrous Knights of the Round Table. Tennyson in "Vivien," in the scene where the Syren endeavors to fascinate Merlin, thus describes her :

"A twist of gold was round her hair; a robe  
Of samite without price, that more exprest  
Than hid her, clung about her lissome limbs."

When silks of *one* color were *figured*, they were called diapered; the original word was *diasper*. The English to this day apply it indiscriminately to all fabrics—wall-paper, or any kind of decoration whereon the same figure is constantly repeated. We apply the name too exclusively to linen fabrics.

In the early days of silken fabrics there were but few varieties beside the well known heavy and rich standards, such as velvets, satins, damask, baudikin and samite. There was a lustrous Persian silk called sielatoun and saracens or sarcenet, taffeta and a few others whose names indicate the method of manufacture, as quadruplo, octuplo, &c. Of these but few are retained at the present time. The names of modern silks are numberless, but alas! not priceless. Of silks woven in our day, the mandarin silks of China are without doubt the heaviest, richest and most durable. A robe



of it will last a life-time. They are unfortunately prohibited for export.

Very many fabrics derive their names from the first place of manufacture, as damask from Damascus, baldakin from Baldak, buckram from Bokhara, fustian from Fustal on the Nile, and all worsted goods and the selected long-staple wool from which they are made, derive their names from the town of Worsted, in Norfolk, England. While reading descriptions of the fabrics of the Middle Ages, and the proofs of their great durability, one cannot avoid the conviction that every kind of textile, whether of silk, linen, cotton or woolen, were more faithfully made than modern fabrics. Of the larger amount of labor and the better quality of material there can be no doubt. The modern mischievous and dishonest practices of dressing and weighting silks and cottons, were not then in use. These are strictly modern appliances, deceiving the eye and injuring the fabric. Middle Age fabrics, notwithstanding the far greater value of money, were more expensive than in the present age. Some silken fabrics, probably inwrought with gold, were enormously high in price. We read of a cloth of state (probably a canopy of the throne) in the time of Henry VII., at eleven pounds sterling per yard.

England, with all her splendor of cloth of gold and tapestry and arras hangings, down to the commencement of the fifteenth century, was without carpets. Even Queen Elizabeth, with all her splendid surroundings, received the foreign ambassadors at her court upon floors strewn with rushes and sweet herbs. The chancels of the churches were similarly strewn. The first mention of carpet in the annals of the country is of a present to the king of a foot-cloth, figured with lions, probably of Chaldean manufacture, and very likely the gift of a re-

turned crusader. Homer, writing three thousand years ago of Ulysses, at the court of Alcinoüs, of the respect and tenderness with which he was treated, of the preparation of his couch for the night, says:—

“Meanwhile Aretè, for the hour of rest,  
Ordains the fleecy couch and covering vest;  
Bids her fair train the purple quilts prepare,  
And the thick carpets spread with busy care.”

Babylon made and exported carpets more than three thousand years ago. They were used in Assyria, Egypt and throughout Chaldea, yet England lived without this, to us, prime necessity down to less than four hundred years ago. We must believe that our modern appliances of comfort render the artisan of to-day far more comfortable in his indoor life than the noble of the fourteenth century, although he may have worn cloth of gold and fared sumptuously every day. Although England came late into the field as a manufacturer of carpets, she made rapid strides, caught up, and now keeps pace with the world in all the styles that she attempts. Crossley & Sons' brussels stand high in the markets to which they are exported. They are woven upon the Bigelow loom, perfected and first used in Lowell.

About 1846 we recollect being very much delighted at the beauty of a rug with one of Landseer's lions upon it, finely drawn and colored. It was brought from England by the late Alexander Wright, Esq. His description of the process of manufacture was nearly in this wise: A wire cloth with sufficiently open mesh to admit a thread of wool and large enough for a whole or a section of a design; the design-paper and the wire cloth registered in sections, to enable the artisan who draws in the colored yarns to find his place readily. The matching

of colors and the slow process of drawing in seem to be about all of the labor of the process. When the meshes are full the ends are seized and compressed, and from the fibrous quality of the yarn, each one sticks to his next neighbor like a brother. At the end of the compress a clean cut is made and a base of linen is very firmly attached to the evenly cut ends of the yarns by means of gutta-percha. When thoroughly dry the yarns are forced through the compress case sufficiently to allow a thin and sharp-cutting instrument to pass down between the linen base and compress, cutting off enough to allow for the finishing shearing. In the two cuttings not more than one inch of yarn has been used, so that from fifty yards of yarn eighteen hundred rugs may be made precisely alike in design and color. Strictly speaking a textile fabric is woven in the loom, no matter what the material; so these rugs can hardly be called textile, yet they are nevertheless ingenious and beautiful.

Another and still more elegant carpet has grown out of the old Egyptian and Syrian method of ornamenting fabrics with colored yarn, worked in by hand. These fabrics, after gaining great reputation, and being eagerly sought for throughout Europe, were soon produced from the loom, although in small pieces, as rugs, housings and coverings of various kinds. But long after the production of tapestries by the loom, its manufacture by the needle was the common occupation of ladies of the highest rank. Some of their work has been very elaborate and extensive. One work, the famous Bayeux tapestry, commemorating the Norman conquest of England, and rising to the dignity of history, is of world-wide fame. It has lately been made more widely known by autotype copies. The Flemings were the first in the field in Europe to produce good tapestries from the

loom. They were woven in the cities of Antwerp, Arras, Bruges and Brussels, and were introduced into France by the two brothers Gobelin, about 1450. The brothers were the discoverers of a celebrated and brilliant scarlet dye, and the secret being confined to their own works, brought wealth and fame. The elder brother, Jean, died in 1476. After his death the works were purchased by the king of France, and various art manufactures were carried on under the direction of the artist Le Brun. His famous pictures of the battles of Alexander were wrought in tapestry at this period, and are still the most elaborate and largest works extant of the Gobelin tapestries. A school of art was established in connection with the works while Le Brun and Mignaud were directors. The celebrated chemist, Chevreul, by persevering and scientific labors rendered all the colors used in the tapestries of the present day permanent; formerly they were fugitive, which was a serious defect in so expensive a fabric. Some productions from these works have been sold as high as one hundred and fifty thousand francs. After the death of Louis XIV. the works were restricted to the manufactures of tapestries and carpets as presents to sovereigns, nobles and very distinguished persons. The communists of 1871 fired the works. They are, however, still in existence, in three distinct divisions—the dye-house, the tapestry workshop and the carpet factory.

Cashmere is a picturesque and fertile province in the mountainous region of the northern part of Hindostan, famous for the beautiful shawls which take its name. They are made of the fine wool of the Thibet goat, *not* from camel's hair, as many believe. The wool is spun and dyed by separate establishments, distinct from the weaving departments. The merchants send the yarns to

the weavers and order the patterns. The looms are (many of them) in the houses of the weavers, who receive but small compensation for their skillful labor. Each loom is supposed to produce about five shawls per year of the ordinary quality. Fine shawls of broad width are woven in sections, and so skillfully joined as to defy detection. The finest are frequently in twelve sections, for the reason that such a shawl in one piece would require the labor of an individual workman for three years, and would therefore be in danger of deterioration in freshness or from the ravages of insects. Prices from first hands vary from thirty to five hundred dollars each, although some of extraordinary fineness have been sold as high as ten thousand dollars. The total amount of Cashmere or India shawls imported into New York for the year 1872 was but one hundred and sixty-five thousand dollars. You will readily understand that a very large proportion of the Cashmere shawls sold are *mere* imitations, woven in the Jacquard looms of Lyons, Nimes and Rheims. Experts readily detect the imitations, and our ladies are now getting so well educated in the different fabrics that they are not so easily deceived as formerly. Attempts have been frequently made to naturalize the Thibet goat in this country, but without success until its recent introduction into California—that wonderful country that will naturalize anything, from a polar bear to a salamander, or from a Norway pine to the spices of the tropics. The wool may now be sent east, or possibly we may have Cashmere shawls from California. Let us wait the result calmly.

Of the woolen fabrics of the early ages we know of but few varieties. Serges of many kinds were made, and were the common fabric for the dress of all classes. We read of kings clothed in it, as well as the busy house-

wife. The abbot, the monk and the priest had cloak and cowl of it, and it was also used in various colors for screens and hangings. Flannels, blankets and kerseys were early made in England, but of the more modern fabrics of wool, such as broadcloths, etc., I can find no record of their age. Of one fact all aged people are certain: that the woolens of fifty years ago were honestly made; the days of *shoddy* had not then dawned upon the world.

Of laces of the loom which are strictly textiles, or of the various wrought marvels of church, mechlin, point and pillow, which are the special delights of the ladies, I shall not attempt a description of methods or results, as they are far more learned upon the subject than I should dare claim to be. Laces are divided into but two classes: pillow and point. All laces wrought by the needle are strictly point laces; and all woven upon the cushion or pillow with spools of thread are called pillow lace.

I could go on and tell you of some of the wonders of various manufactures, such as the incredibly fine muslins of India, whose threads are spun in damp and darkened cellars, which when woven into a fabric is so fine that the cows will eat it from the grass in the early morning dews, and a web, one yard and a half in width, which can be drawn through a lady's finger-ring—all of which are well authenticated facts—but I should only exhaust your time and weary your patience.

Of our country's progress in the manufacture of textile fabrics, and of the amount of annual production, you have but to examine the reports of the various centennial committees upon the fabrics of wool, worsted, cotton, silk and linen, to be highly gratified at the result. Of our worsted manufactures, which have been in existence

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less than twenty-five years, the product in 1870 was valued at twenty-two million of dollars; of carpets alone, in the same year, twenty-one million seven hundred and sixty-one thousand dollars. The capital employed in woolen manufactures in 1870 was ninety-eight million eight hundred and twenty-four thousand five hundred and thirty-one dollars. The testimony of the foreign examiners and commissioners is highly complimentary to the quality of our products, the excellence of our machinery and the skill and ingenuity of our workmen.

*XXVII. Navigation on the Merrimack River,  
by Atkinson C. Varnum. Read November,  
1877.*

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IN 1834 the steamboat "Herald" was built and placed upon Merrimack River, to run between Lowell and Nashua. She was a handsome craft, ninety feet long and twenty feet wide, and drew about three feet of water. The projectors of the enterprise and proprietors of the boat were Joel Stone, of Lowell, and J. P. Simpson, of Boston. The boat was built in the old cooper-shop of Amos Whitney, which stood on the south bank of Merrimack River, above Pawtucket Falls and near the head of the canal. The building in later years was used by James and Jonathan Bowers for the storage of lime. The boat was built under the supervision of a Mr. Houghton, of New York, and was launched at the mouth of the old canal. Edward B. Howe and Erastus Stearns, still residents of this city, were on board when she was launched. The wharf and starting-place at Lowell was near the ice-houses of Daniel Gage. The wharf was made of wood, but was removed many years ago by William and Luke McFarlin and its place supplied by one made of stone, which still remains. The cottage house built by Mr. Hoar, which is still standing, was used as a depot.

I was quite a small boy, but remember very distinctly the steamer Herald; and I think I was a witness



on the occasion when she made her first trip up the river. I ran down through the intervals, with several other youngsters, and helped to tangle my father's timothy grass, to get to the river to see the wonderful sight. It was a great novelty in those days. Fulton's first successful experiment in the application of steam for navigable purposes was made in 1807, only twenty-seven years before this, and although great proficiency had been made in the science, and steamboats had become not only a success but a necessity, and were quite numerous in some parts of the country, still thousands of our country people had never seen one; and not only the boys and girls but most of the men and women who resided in the vicinity of the river, did the proprietors of the boat the honor and themselves the pleasure of turning out to witness the marvelous exhibition, all quite regardless of the timothy grass which was getting well along, for it was now the 31st day of May, 1834.

Railroads at this time were not much known in this immediate vicinity; only the Mohawk and Hudson, the Baltimore and Ohio and the South Carolina railroads were in operation on this continent for the conveyance of passengers by steam-power. The Boston and Providence, Boston and Worcester and Boston and Lowell were opened in 1835. About all the means of public conveyance was by stages and canal-boats.

The first captain of the Herald was Joel Stone, one of the proprietors. He had formerly kept a saloon, in the brick building which he built and owned, at the corner of what are now Market and Dutton Streets, now used by Jacob Nichols for a furniture store. What the inducements were to start an enterprise of this kind, I have never been advised. Lowell was but a village then; New York people call it so still; but Lowell in 1834 con-

tained only fourteen thousand inhabitants, including that part of Tewksbury which was annexed that same year. Nashua had but just commenced to grow and contained only a few hundred souls. As we view it at this distant date, the chances of success would look rather small; but whatever the inducements, the steamboat Herald was announced to make two daily trips; fare fifty cents. A stage line was already established, making one trip each day, leaving Nashua at 6, A. M., and returning left Lowell at 6, P. M. Omnibuses in both places conveyed passengers to and from the boat. Quite a lively competition was entered into between the boat and the stages to see which would reach their place of destination first.

There were many places in the Merrimack which had to be passed with care, and the little boat had to conform to many of nature's freaks, and seek carefully rather than swiftly her course through many crooks and windings, which in point of compass lay quite apart from the straight line to the place of destination; and therefore I conclude that horse-power was enabled to compete successfully occasionally with steam in point of speed as applied to the Herald; besides, accidents occasionally occurred to the boat to detain her. Almost every one who now remembers the Herald speaks of some time when the shaft got broken.

When, however, in 1838 the Nashua and Lowell Railroad began business, all competition was at an end. Neither the boat nor the stages were of any further service to the proprietors or the public.

Stone and Simpson, however, sold out as early as 1835, I am told, to Joseph Bradley, who continued the business until after the cars began to run. It was late in the autumn of 1838 that an accident occurred to the steamboat. In passing Wicasee Falls, near Tyng's Island,

she was run into by a wood-boat and sunk. She remained under water until the river froze over, when the services of a diver were procured from Boston, the breach repaired and the boat raised. She was then taken through a channel cut in the ice to her dock, at Lowell. After Mr. Bradley became the proprietor he enlarged the boat by cutting it in two, through the middle and building in a piece, increasing her length thirty feet. She was a side-wheel steamer, handsomely fitted up with cabin, saloon and bar-room, and capable of carrying some five or six hundred persons, after she was enlarged.

During her four years' service on the Merrimack she carried a great many excursion parties, and there are quite a number of people in Lowell and surrounding towns who now recollect distinctly those occasions. At one time, while Joshua Merrill was principal of the South Grammar (now Edson) School, he was invited, and accepted the invitation, to take his whole school on an excursion to Nashua.

Ignatius Tyler was the first pilot. Christopher Fisher succeeded him, and run a number of years, having been taught by Mr. Tyler.

The office was in the Mechanics' Building, where the entrance now is to Mechanics' Hall. J. W. B. Gilman acted as agent, attended the office, sold tickets, drove the omnibus, picked up passengers and made himself generally useful.

Thomas Carroll (still a resident of Lowell, in Fenwick Street) took charge of the baggage. He informs me that on one occasion, after Mr. Bradley became the proprietor of the boat, he attempted to make a trip with a party on board during a great freshet. The engineer advised him that it was very risky, but Mr. Bradley per-

sisted. After they had got fairly under way the shaft broke, and the swift current, in their helpless condition, was carrying them rapidly towards the falls. Mr. Carroll jumped overboard, and taking the end of a rope in his teeth, swam to the shore and fastened the rope around a tree, by which means the boat and the whole party were saved. A wealthy New York merchant, who was on board, proposed to have Mr. Carroll rewarded, but Mr. Bradley said he would do that himself by giving him an acre of land, but he failed to fulfil his promise.

I think it was during the summer of 1839 that the *Herald* was taken out of the river where it was moored, and drawn by means of pulleys and horse-power down through Pawtucket Street, around Pawtucket Falls, and left on the bank of the river near the mills of the Lawrence Corporation. She remained there until the spring of 1840, when during a freshet she was encased in timbers and taken down through Hunt's Falls and subsequently to Newburyport. Capt. Bradley invited quite a number of his friends to accompany him on this expedition. Among those who made the trip were Gen. Simeon Coburn, Samuel A. Coburn, Benj. F. Varnum, Joseph B. V. Coburn (who acted as pilot), his daughter (Mrs. M. A. Smith) and Tappan Wentworth. There were probably many others, but these are all the names that I have heard mentioned.

The owner subsequently sold the boat to New York parties, and I have been informed that she was used as a ferry-boat between New York and Brooklyn for a time, and afterwards run on the Hudson River.

Benjamin Blood says that when Mr. Bradley took the boat to New York he changed the name from "*Herald*" to "*Boston*." It is rather a singular fact that no information on this subject can be obtained from the

papers published in this vicinity from 1834 to 1840. I have been unable to find anything except one advertisement. No copies or files of the papers were preserved to which access can be had until 1835. To be sure, it is a matter of no great importance whether the steamboat "Herald" or any other ran on the Merrimack River as early as 1834, or what became of them, or the proprietors; but in years to come it may be a matter of interest, or curiosity at least, to some, to know that when Lowell was in its infancy and Nashua was a little village—before railroads were used—a fine little steamer made regular trips between those places, especially if the Merrimack should be made navigable to that extent that coal and other heavy merchandise are supplied to those towns situated on its banks, by water transportation. Considerable progress has already been made in that direction.

I cut the following from one of our local papers some time ago: "The steamers on the Merrimack are "four above Lowell, two between Lowell and Lawrence, "four at Lawrence, ten at Haverhill or below, one ready "to launch; in all twenty-one. There were nine in "Haverhill at once, Thursday; and on Saturday, there "were six large boats at the mouth of the river." There may be more now; but at any rate there is plenty of room.

The proprietors of the Herald are all deceased. Joseph Bradley died at St. Louis in July, 1846, at the house of Alfred Smith. Joel Stone died June 24, 1867, at the age of sixty-eight years. J. P. Simpson is also deceased. Capt. Joseph B. V. Coburn (who took the boat to Newburyport), died in this city September, 1869. Ignatius Tyler is still living, and is a resident of Burlington, Vermont.

I have been furnished with the personal recollections of a few of our prominent men, which I will here present.

ORFORD R. BLOOD

Has furnished me with a number of facts, and I will present his recollections in full. He says—"My father kept a record of events for many years before his death, and among them I find the following: 'The steamboat started the last day of this month from Lowell to Nashua Village, N. H., May 31, 1834. Cars [of Nashua and Lowell Railroad] began to run the 2nd day of October, 1838.'

"I was a lad when the boat appeared on the river, but I recollect it very well. We lived near the river, in Dracut, and one Fourth of July I gave her a salute when she went past our house, and exploded my cannon. While making an excursion, one Sunday, the shaft broke opposite our house and the party all came ashore. They had refreshments with them, which they brought into our house, and ate their dinner there. I have now in my possession two pitchers and several tumblers which they left, not wishing to take them away. After enjoying their repast they sent to Lowell and had the omnibuses come up and take them home."

WILDER BENNETT.

"I think it was the first trip that the Herald made, when I was in Nashua, and drove a four-horse team to the landing-place to meet the boat and convey the passengers to the Indian Head House. While going down the river bank, it was so steep and uneven that I tipped over, but managed to hold my horses while I jumped off

and righted up my wagon. The Lowell Light Infantry was on board, attended by the Boston Brass Band. I remember that Ned Kendall was leader of the band and played an E-flat bugle. Joseph Green was there and played ———— ; and Benj. Green beat the bass drum. Cyrus Smith played the fife. The late Perez Fuller was one of the party, and sang a song appropriate to the occasion after we reached the hotel.”

COL. JEFFERSON BANCROFT.

“I remember the steamer Herald very well. I think I was on board when she made her first trip up the river. I knew Joel Stone, one of the first owners, and also Joseph Bradley. The boat run on Merrimack River some three or four years and was discontinued while owned by Mr. Bradley, and taken by him to Newburyport. The Hon. Tappan Wentworth was one of the party who took the trip down the river when the boat went away, and I frequently requested him to write an article for our Association giving a description of the steamboat Herald and her trip down the river, but he never got about it. The boat was sold to New York parties, but I do not know for how much, nor the exact dates when she commenced and discontinued her trips on our river.”

GEORGE W. COBURN.

“I rode on the Herald many times, and was aboard of her on the morning that she was taken to Newburyport, and saw her going down the river after she had passed Hunt’s Falls. She was taken to Newburyport in the spring of 1840, during one of the spring freshets,



and my brother, J. B. V. Coburn, was the pilot. Joseph Bradley, the owner, was on board, also Gen. Simeon Coburn, my father, and my brother, Samuel A. Coburn. Hon. B. F. Varnum, Mrs. M. A. Smith (daughter of J. B. V. Coburn), and several others, were there. The boat was purchased of Joel Stone and J. P. Simpson by Joseph Bradley, about the year 1835, and it was enlarged by him. She was a side-wheel river boat, well fitted up, with cabin and saloon, and carried a good many excursion parties between Lowell and Nashua. After she was taken around the road, my recollection is that she lay on the land above the Lawrence Corporation about a year before she was put into the water to go to Newburyport. She was encased in timbers, like a raft, to protect her from the rocks in going over Hunt's Falls. She started from below Central Bridge, having been taken there for the embarkation of the passengers that were to make the trip down the river. She afterwards run on the Hudson River."

DANIEL S. RICHARDSON.

"I recollect the occasion spoken of by Wilder Bennett. It was after I had entered college, but I was at home, in Tyngsborough, on vacation, I think, and got aboard from a canoe, with several others; and I think Priest Lawrence was one. We took dinner at the Indian Head House, in Nashua. The Boston Brass Band was on board, and after dinner we listened to speeches and music for a while, and the occasion was one long to be remembered. Perez Fuller was there, and sang a song. This was about the first time I ever saw him. I knew Joel Stone very well. He died several years ago."



## JONATHAN BOWERS.

Mr. Bowers says: "I was a boy, but I remember well when the keel of the steamer *Herald* was laid, and when the ribs were put in from stem to stern. I remember distinctly the old steam-box in which the planks were steamed. After she was completed I rode on her a good many times. She was a flat river-boat, and after she went from here she run as a ferry-boat for a time between New York and Brooklyn."

After the departure of the *Herald*, I am not aware that any further efforts were made in steamboating above the head of tide-water until after 1867. There has been considerable said recently, however, in regard to the subject of rendering the lower Merrimack navigable, and we are pleased to report progress. It is well known to the citizens of Lowell who are interested in the reduction of freight on heavy merchandise that an act passed the Legislature in 1867 (Chapter 115), incorporating several of our well-known citizens under the name of the "Pentucket Navigation Company," for the purpose of improving the navigation of the river. The act provides that when this is accomplished, "this corporation shall have the exclusive right of navigating said river with boats propelled by machinery for transportation by towage or otherwise of coal, merchandise, or other articles of freight, or passengers, from Mitchell's Falls [which is the head of tide-water] to the cities of Lawrence and Lowell, for the term of twenty-five years from the passage of this act."

A Newburyport correspondent of the *Sunday Herald* had an interesting article, sometime in July last, in that paper, in regard to the subject of improving the naviga-

tion of the Merrimack, in which he has furnished a number of interesting facts. He says that there is little doubt but the enterprise will be successful. The active mover is Eben M. Boynton, of West Newbury, who has invested nearly \$30,000 of his private funds in the project. Gen. B. F. Butler has procured three appropriations from Congress for clearing the bed of the river, two of them being \$25,000 each. I give a summary of the article in the *Herald*:

“The first attempt to transport coal was made in the fall of 1872. The tug-boat Everett, of Salisbury, was chartered and the scow of coal taken in tow. The attempt was made amid great *eclat*, General Butler commanding in person. Nearly all the government officials of the vicinity and many other guests joined in the party at different points on the river. General Butler was perched on a camp-stool on the top of the pilot-house, leisurely smoking his cigar, and directing the cannon-firing as the several villages were passed. ‘All went merry as a marriage bell’ till Mitchell’s Falls were reached, when the scow containing the provisions and ‘fixins’ had to be cut loose and the whole power concentrated upon the passage of the tug with its burden of coal. The gang plank was thrown into the furnaces and a hawser bent to a tree on shore, and after much tribulation the party reached North Andover and the day’s work was called done.

“The next attempt to carry a freight above tide-water was made by Mr. Boynton in November, 1876. This was the first real conquest which was made. Mr. Boynton had procured in New York the side-wheel tug Charles L. Mather, and with her undertook the task of carrying twenty-five tons of coal to the foot of Hunt’s Falls, at

Lowell. This he successfully accomplished, and if navigation should ever be opened to Lowell he will have the satisfaction of being able to say that he carried the first coal, without breaking bulk, from the Philadelphia and Reading Coal Company's wharves in Newburyport to its final destination in the city of Lowell. This coal was received at Lowell by General Butler. The trip was in some respects a remarkable one. The first formidable difficulty was encountered at Lawrence. The skeptics had always boasted that no steamer of one hundred and twenty-five horse-power would ever reach this inland city. The bill authorizing the construction of the Locks and Canals at Lawrence provided that they should be twenty feet wide in the clear, and that they should be forever kept clear for the free transit of all vessels of any description. But the idea of river navigation to Lowell was so apparently preposterous that the canals were planked over and covered up, so that when the Mather came to the foot of the locks she came to a dead halt. The position of the locksmen was a ludicrous one. They looked at each other and then at the steamer, very much as the Indians may be supposed to have gazed on the first white man who appeared to them. But they were awakened to a sense of the reality of the situation by the demand of Boynton that the locks should be cleared. So all night they worked, and the next day fifty small boys towed along the canal the scow Columbus (very appropriate appellation) with her twenty-five tons of coal. Thus it was demonstrated that the Merrimack could be navigated to its inland cities. The problem is now to decide upon the real practicability of such navigation.

“The need of such a navigation as the Pentucket Company propose will be readily seen. The coal shipments for the Merrimack Valley as far as Manchester and

Concord, N. H., are as large as 600,000 tons per annum. Of this amount about 100,000 are brought to Newburyport, and the remainder is shipped by rail from Boston and other great depots.

“The Pentucket Company propose and intend to carry this coal up the river, and to this end they are building in Newburyport a light steamer and six scows (two of which are already completed) and six more scows are contracted for. The Charles L. Mather has been thoroughly refitted for doing the work on the lower river. She is ninety-eight feet long, has two locomotive boilers, and a splendid engine with sixteen by thirty cylinders, and is of one hundred and twenty horse-power. The new steamer, which is in process of construction at the yard of Colby & Lunt, and will be completed by August 1st, is eighty-five feet long, nineteen and a half feet wide, and will draw only eighteen inches of water when light and only three feet when loaded with five hundred passengers. Her width is adjusted to that of the locks and canals.”

In the *Vox Populi* of October 31, 1877, I find the following, under the heading of “Progress of Navigation on the Merrimack:”

“There is lying at the foot of Hunt’s Falls, Merrimack River, within the city limits, a sea-going steam yacht of considerable size, which has lately been purchased of Salem parties by a citizen of Lowell. The craft is named the *Evangeline*, is forty-two feet long by eight feet beam, and will carry about one hundred passengers. On the deck are a pilot-house, engine-room and cabin, constituting the yacht a first-class one for pleasure parties. From Salem it was sailed around the coast to

Newburyport, thence up the Merrimack to Lawrence, where it came around the falls through the Essex Company's canal, and then ascended the river without impediment to this city. It has already shown the feasibility of passing Hunt's Falls, in which case it could proceed to its destination above Pawtucket Falls by means of one or more of the canals. It will run next season between Lowell and Nashua.

“In this connection we may refer to some of Capt. Boynton's enterprises below here, particularly at Lawrence, as illustrating how the *Evangeline* was enabled to reach here. Only two difficulties occur between Newburyport and Lowell. The first of these, ascending the river, is at Mitchell's Falls, below Lawrence. The current is there so swift that tug-boats cannot pull a load up, having all they can do to pass the falls themselves. An ingenious device has therefore been adopted. Two immense 'flutter-wheels' have been located at the head of the falls, which are driven by the water with irresistible force; attached to a windlass is a long iron cable-chain, reaching to the foot of the falls. This, being fastened to scows or other craft, draws them up the falls by the action of the water on the ever-revolving 'flutter-wheels.' Four coal-barges, heavily laden, have in this manner been drawn up at once.

“The second impediment is the Essex Company's dam, which, as before said, necessitates using the canal; and some of the bridges on the latter are so low as to interfere with the passage of high-rigged boats. A contest at law is said to be imminent between the Essex Company and the Merrimack River Navigation Company, as to who shall defray the expense of raising these bridges.

“Large quantities of coal have been brought to Lawrence, which is the precursor of a vast business in that

line. A tramway has been built from the water's edge to immense coal pockets, where the fuel is to be stored for use. Not long hence coal will reach this city by river-barges. It is a mooted question whether, after arriving at Hunt's Falls, it will be transported to the mills and store-houses by a land tramway, or whether an effort to surmount Hunt's Falls by blasting a channel or by 'flutter-wheels' will be made.

"The Evangeline is the largest boat that has ever come up the Merrimack River to Lawrence, and the only sea-going craft which has come through the Lawrence canal and reached this city."

It may be mentioned here, that Edward B. Peirce, of Lowell, has the credit of having bought and brought the Evangeline to this city. Winfield S. Haines, also of this city, was engineer and pilot of the boat, on her passage from Salem to Lowell.

Since the preceding paper was read before the Association, an interesting article on the subject has appeared in the *Vox Populi*, written by one of my neighbors. For the purpose of getting all the facts together, from all sources, I will add a part of his communication to this paper:

#### STEAMBOATING ABOVE PAWTUCKET FALLS.

"A number of weeks ago I saw in the *Vox Populi* a paper giving some history of the progress of steam navigation on the Merrimack. It was intended to relate only to that portion above Pawtucket Falls. The Merrimack had been navigated by steam, between Haverhill and Newburyport to some extent, before the present enterprise was commenced. I think it must have been as far

back as 1814 or '15 that Hon. John L. Sullivan, then agent and superintendent for the Middlesex Canal Company, put a steamer on the river—the first ever on the Merrimack.

“Of course it must be of a size to pass through the locks, say seventy feet long and nine feet wide. It had four wheels, two on each side connected by a broad belt or chain, from which stood out at right angles with the belt square pieces of board which, as the wheels revolved, were carried forward on the top of the wheels till they came to the forward wheel, when they were plunged into the water, and passed back to the hind wheel, when they were carried up over the hind wheel back to the forward wheel again, to plunge into the water and propel the boat. The boat moved slowly, as I will show. As they backed out into the Merrimack, two men with an empty boat started out just before them, and, as they supposed the steamer would be out of sight of them up the river in a short time, they did not hurry, intending to reach home only that afternoon. But the boat moving so slowly, determined them to try their speed, when they passed the steamer and kept ahead until they reached home, five miles above. Mr. Sullivan, being on board the steamer and seeing the two men pole their boat away from his, inquired who they were and how far they could stand it to pole at that rate? He was answered that they would probably go on at that rate to Tyngsborough, as there was where they belonged, and their names were Moses Fletcher and William Wyman.

“In one or two years after, another boat, different though similar in form, came on the river, which Fletcher and Wyman could not run away from. This boat had a sharp bow, similar to but not so sharp as the steamers at present, and a stern slanting up from the water like the



river-boats of the present day, with two paddle-wheels—one on each side. After a year or two more, another boat was put on the river. This was a regular up-river boat of the Boston and Concord Boating Company's line. It was about sixty-five feet long, nine feet wide at the bow and seven feet at the stern. The two boilers were two cylinders, one within the other, about three and one-half feet wide by fifteen feet long. The inner cylinder was only about one-half the diameter of the outer, within which the fire was placed. The engine was of the revolving pattern, and hung on two journals connected with a shaft that ran to the wheel in the stern, bevel gear on that and on the wheel uniting. A part of the bottom in the stern (about eight feet long) was cut out to let the wheel in. This boat, with about fifty pounds of steam, would take two boats of its own size, with a load of twelve or fifteen tons each, one on each side, and propel them at such speed that it was necessary to nail on a board to keep them from going under, from water coming over their bows. The object seemed to be to construct a boat to serve as a tug to tow their canal boats from the Middlesex Canal to Concord, N. H.

“In 1834 Joel Stone, who built the brick building, lived in it and kept a West India goods store, on the corner of Market and Dutton Streets (now occupied by Jacob Nichols), built a boat on the lower bank of the Locks and Canals Company's canal, at the head of the canal. The boat was twenty feet wide and ninety feet keel. It was intended she should draw about two and one-half feet of water, but by some mistake, the machinery was set so far back that the stern post indicated four feet, while the bow was almost above the water. I think it was the place where Daniel Gage's lower ice-house now stands, that the boat was drawn out after running a few months. It was



cut in two and thirty feet added to its length. Soon after this Mr. Stone sold the boat to Joseph Bradley, who kept a ferry where Central Bridge now stands. Mr. Bradley ran it till the Nashua and Lowell Railroad went into operation.

“But before this, a boat loaded with wood, coming down the river, met and collided with the steamboat in Wickasee Falls—about a mile above North Chelmsford. The wood-boat stove a large hole through the bow of the steamboat, when she wheeled and sunk head down, resting on a rock about twenty feet forward of her stern. After the necessary preparations, she was raised, and as cold weather came on, was frozen in, and a channel was cut through the ice, through which she was taken to her moorings at the head of Pawtucket Falls and repaired.

“I think Mr. Bradley ran his boat all the next season, when the Nashua and Lowell Railroad put a stop to further operations. Of the removal of the machinery and her passage by Pawtucket Falls, on land, and trip down the river to Newburyport, you have given an account already. After running it a time between Newburyport and Boston, carrying both freight and passengers, Mr. Bradley changed the name from ‘Herald’ to ‘Boston’ and took it to New York, and run it on the Hudson River, between New York city and Albany. He subsequently sold out and returned to Lowell.

“The next steamboat (making the fifth) was built and owned by A. L. Wright and another, or others. She was about forty-five feet long, seven or eight feet wide, sharp bow and square stern. In the fall, after taking out the engine and securing it for the winter, it was considered safe; but the ice in the spring tore it away, and it was carried over the falls.

“Then, sixth, came Mr. Williams’ ‘Fairy Belle,’ and the next season the seventh was put on the river at North Chelmsford, owned by George Sheldon; and, eighth, at the same place, owned by Ziba Gay, of the firm of Silver & Gay. Since then another small boat (the ninth) has been put on the river by Mr. Williams. During the last fall another (the tenth), purchased of the Government, the ‘Evangeline,’ was taken from Salem ’round to the Merrimack, through the canal at Lawrence, up over Hunt’s Falls, through the canal to the river above Pawtucket Falls, by her own power and without any assistance, engineered by W. S. Haines, engineer at the Wamesit Steam Mills.

“The probability is that in coming years there will be more business done in carrying freight on the Merrimack than ever before. It would cost but little to repair the old locks and canals, used by the Merrimack and Boston and Concord Boating Company, and each boat might be so constructed as to carry freight and be its own propeller. BETA.”

I do not vouch for the correctness of the statements in regard to the number of boats, or the time or order in which they appeared upon the river; I only reproduce them, as they appeared in the *Vox Populi* of March 13, 1878. There may be other statements here which may not be entirely correct, but they are in accordance with the best information which I have been able to obtain.

XXVIII. *The Willard Family, and Memoir of  
Augusta Willard Dana, Widow of S. L. Dana,  
M. D., by Horatio Wood. Read November,  
1878.*

THE death recently announced of Mrs. Augusta W. Dana, widow of the late Samuel L. Dana, chemist at the Merrimack Corporation in this city, is not a barren incident. As she was Augusta Willard, the eleventh of the thirteen children of President Willard, of Cambridge College, and the last surviving child, the event is not without interest to the children of the venerable *alma mater*, of whom not a few have been residents in Lowell and not a few are at present. It is immediately suggestive of historical narrative, interesting to recall or to learn.

“When present times look back to ages past,  
And men in being fancy those are dead,  
It makes things gone perpetually to last.”

—*Anne Bradstreet, 1650.*

It was the first intention to collate in brief for the newspaper the leading narratives of the lives of the chief actors in this line of history which should have the attention of graduates of Harvard, but afterward unexpectedly invited to read the paper before publication to the Old Residents' Association, I assented under the reflection that a wider interest pertained to my subject, and that a broader and very desirable effect upon this community would be produced by a more full presentation of the biography of the name under consideration in connection with this district of Massachusetts and this

immediate locality. The enlarged treatment of this paper gives it a fitting place among the annals of this society, whose object is understood to be to preserve and *keep alive* the honorable memories of the past around us for incentive to a lofty patriotism and a high life among the descendants of a noble lineage in New England. There lies under the sun no soil more redolent of patriotic fire and of virtuous heroism than Middlesex County from Charlestown to Chelmsford. Lowell is the chief city of the county where the past should be embalmed, and where being dead it shall speak—the white men from over the graves of the red men. The web of our narrative at once covers the ground from Charles River to the Merrimack in the records of the first settler of the name of Willard in the beginning of the settlement of New England, and therefore it should catch our interest and hold it.

SIMON WILLARD.

The family record of Mrs. Augusta W. Dana goes back to Simon Willard, who was born of a family firmly rooted in English soil at an early day, and of an immediate ancestor of respectable standing in society. He was born in 1605, in the Parish of Horsemonden, in the lathe, or district, of Aylesford, County of Kent, about forty miles southeast of London. The record of his baptism in the parish register runs thus:—

“Anno 3d R. Jacobi.

Ano. Dni.

1605.

The vijth day of April Simon Willarde, sonne of Richard Willard was christenede.

EDWARD ALCHINE, Rector.”

In 1634, he left the pleasant fields and ancestral associations of Horsemonden, he crossed the perilous sea with his wife and one or two children, and faced dense forests and the dreaded Indians for the enjoyment of religious freedom and civil liberty. His first residence was at Cambridge. The proprietor's record is "Simon Willard on the west side of Charles River, one hundred acres of land." In a little more than a year after his arrival, having first obtained, according to the order of the day, a grant of settlement from the General Court, he joined a hardy band of pioneers to purchase and settle a new town, Concord. It must be recollected that this was only fifteen years after the landing at Plymouth, and five after the settlement of Boston. A cotemporary, Johnson, in his "Wonder Working Providence," describes the difficulties of travel at that time "through dense woods and watery swamps, the bushes scratching their legs foully, even to wearing their stockings to their bare skin in two or three hours, their blood trickles down at every step, they lie in the open air or in poor wigwams (they sing psalms, pray and praise God), till they can provide themselves with houses. Their lonesome condition was aggravated by continual fears of the Indians. Thus this poor people populated this howling desert, marching manfully on (the Lord assisting) through the greatest difficulties and the sorest labor." Willard and his associates bargained with the natives for land along the river, paying them to their satisfaction, not in arms or trinkets, but in hoes, hatchets, cotton cloth, &c. The result was that they lived in peace. Rightly the name of the new town was Concord. He moved there with his family in October, 1635. The hardships of the first settlers, in rude huts during the first winter, were great, but they trusted in God.

Willard resided in this town about twenty-five years and was a leading and valued citizen—the man for the times. In the third year of the town's existence, at the first election of a deputy to represent Concord in the lower branch of the General Court he was chosen and re-elected eighteen years, when in 1654, he was chosen assistant, *i. e.* to the higher branch of the Legislature, which office he held continuously to his death—making about forty years of civil service. He was also frequently appointed a commissioner and was much sought after, to settle vexed questions of the boundaries of towns, to arbitrate in controversies in the administration of the internal affairs of towns, to settle disputed claims, &c. He was chairman of a committee to report to the General Court on the difficulties between the Cambridge Church and inhabitants on the south side of the river, who wished to create a village. In 1655, the General Court chose a committee from each county—from Suffolk, Gov. Endicott; from Middlesex, Major Willard and five others, to consider “how both merchandizing may be encouraged and the hands also of the husbandman may not weary in his employment and for begetting a right understanding and loving compliance between both.” The object was supplies. The result was a law that all hands not necessarily employed in other occasions—as women, boys and girls—should spin according to their skill and ability; and authorizing the selectmen in every town to consider the condition of every family and assess them accordingly at one or more spinners. A whole spinner was required to spin for thirty weeks in each year three pounds of linen, cotton or woolen once a week, and so in proportion for half or quarter spinners. Spinning among women and girls has not ceased in Middlesex County, but instead of doing it,

we now look and see it done. In 1659 he removed for a season to Lancaster, importuned by the inhabitants to come and instruct them in municipal affairs, and was appointed to this end. He is represented as bringing the town to peace and order and as being the guide of the people, in their civil concerns during his residence there. The town is spoken of as indebted to him for its healthful progress more than to any one else—so distinguished was he as a civil arbitrator and leader. His knowledge, ability, upright judgment and excellent spirit were the spring of his power and success.

As a military man, he was in constant employ and of high merit. In 1637, two years after he went to Concord, he was appointed a lieutenant commander. In 1647, captain of the town of Concord. In 1653, major of Middlesex, second in rank only to the commander-in-chief of the forces of the colony. "For nearly forty years he was a frontier commander, watching the savages, defending the sparse settlements of his county, taking part also in the general military operations of the colony against the Indians, pursuing a conciliatory policy toward the accessible tribes, which proved a shield against the fiercer tribes, and made practicable and successful the settlement and growth of the county." When King Philip's war arose, in 1675, he was summoned from the court he was then presiding over, at the advanced age of seventy years, to lead the Middlesex militia and drive back the foe from the exposed towns of his district. This he accomplished successfully; and more, rapidly marched through the desert to Brookfield just in season to relieve the garrison there. In the interval of active hostilities, his judicial and legislative duties engrossed his whole time. He held a term of court within a few days of his decease. He died



in Charlestown, April 24, 1676, amid the general sorrow of the community.\* He saw not the end of King Philip's war, but to him now, and soon to New England, were not inapt the words of Tutor Wigglesworth's versification about this time :

" War ends in peace, and morning light  
Mounts upon midnight's wing."

The eulogy of Hubbard, of the first class that graduated from Harvard College in 1642, who wrote the narrative of the troubles with the Indians, and a history of New England, was "that honored person; that worthy patriot; that experienced soldier." But in more fitting terms written in 1858: "He was a stalwart Puritan; he was a conscientious, religious man; he was a man of sound and enlightened understanding; of discreet wisdom, or he could not have challenged and received that entire and unwavering regard which he enjoyed. He was a man of brave and enduring spirit; not boastful, but possessing that true courage which belongs to a modest and generous nature, and is ready at the call of duty to sacrifice ease and comfort, yea, life itself in defence of the public weal." I would add that he was successful in the accomplishment of many perplexing and difficult tasks, because, in addition to other mentioned and distinct qualities, he had a full stock of patience. He never despaired. Never was a motto on a coat of arms more characteristic than that of the Willard family in him and all its prominent members — "*Gaudet patientia in duris.*"

The connection of Major Willard with this immediate section of the county, Merrimack River and Lowell, remains to be stated.

\* See proceedings of the Mass. Hist., Society 1865-'67 — Life of Joseph Willard.



In 1652 the General Court appointed Capt. Simon Willard and Captain Edward Johnson commissioners to find the most northerly part of Merrimack River, which was the northerly line of the patent of Massachusetts. They were to take with them artists and such other assistants as they should judge meet. At the point where the Lake Winnepiscogee discharges its waters into the Merrimack, some forty years ago, a large rock was discovered deeply imbedded in the gravel, with its surface little above the water, and about twenty feet in circumference. On this rock is the inscription :

E J            S W  
W P         JOHN  
ENDICOT  
GOV

[E. J., Edward Johnson; S. W., Simon Willard; W. P., Worshipful.]

The inscription was made two hundred and twenty-six years ago. This boulder has been styled "the earliest memorial of our early enterprise and science." The boulder is now called the Endicott Rock. A correspondent in the *Daily Advertiser*, of July 24, 1851, expressed an apprehension that this monument was going to decay through the rise of the waters of the lake above its usual level by the manufacturing companies of Lowell, and said that only the word GOV was then above water. At its next annual meeting "The Lake Company" passed a vote authorizing Hon. James Bell, its agent, to take proper measures for perpetuating the inscription on the monument, and if he considered it necessary for that purpose, "to raise the rock." Afterwards the whole inscription was reported as out of water.

About 1647, Major Willard came with Eliot, the apostle, to the Indians at Pawtucket to arrange with Pasaconaway, the sachem, a treaty with missionary object. But the chief fled through fear. The persistent Eliot, however, soon accomplished his object. Major Willard was often coming here on business with the Indians. "Afterwards," says Eliot, "the sachem spoke to Captain Willard, who traded in those parts with beaver and otter skins, etc., that he would be glad if Eliot would come and live thereabouts to teach them, and that Captain Willard would live there also."

A reason for this desire toward Willard was that he acknowledged the rights of the Indians and was kindly and considerate toward them, winning their confidence and affection. In the year 1653 a petition was presented to the General Court to have certain lands set apart to form the town of Chelmsford, and Eliot petitioned also to have certain lands secured to the Indians. The Court granted both petitions, voting a sort of double township. One tract of land was to be the plantation of Chelmsford. The other the neck of land, so called, lying between the Concord and Merrimack Rivers and inhabited by the Wamesit or Pawtucket\* Indians (at first called Pawtucket and afterwards Wamesit) was to be occupied by them as their plantation. It is worthy of record that the plantation of Chelmsford was required to plough and prepare the land of the Indians for planting.

Major Willard was the chief of two commissioners appointed to lay out the township. The plantation of

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\* Pawtucket is defined as the Forks, from the Indian word "Pochatuck"—a branch. The Wamesits occupied the forks between the Merrimack and Concord Rivers. Wamesit is derived from "Wame" (all or whole) and "Auke" (a place)—the *s* being regarded as thrown in between the two syllables for the sake of the sound. The idea of the word "Wamesit" is, a large village or place, where all the Indians collected together, as they did here in spring and summer, to catch and dry their year's stock of shad and salmon.

the Indians was essentially the same as the original boundaries of Lowell. So that this distinguished early settler, prominent civil magistrate and military leader in the most perilous and critical period of the existence of Middlesex County, trod over the rough ground now smoothed, which we daily tread, was familiar with the scenes of hill, valley and stream our eyes look upon, and was the first surveyor, or civil engineer, on the land we occupy.

SAMUEL WILLARD.

Maj. Simon Willard had seventeen children—nine sons and eight daughters.

The second son of Simon Willard was Samuel Willard, born at Concord in 1640, graduated at Harvard College 1659. Three years after graduation, he preached in Groton, and the people voted, that "if Mr. Willard accepts it he shall be their minister as long as he lives." His ministry in Groton was brought to an end in 1676, by the destruction of the town by the Indians. In 1678, he was installed minister of the Old South Church in Boston, and colleague of Thomas Thacher. His junior colleague was Ebenezer Pemberton, who ascribed to him deep thought and penetrating sagacity, a spirit superior to all narrow and selfish interests, and an almost incapability of being under the commanding influence of any thing but what was wise and good. Mr. P. adds that his arguments in the enforcement of holiness were powerful and his address suited to melt the rocky heart, bow the stubborn will and humble the proudest sinner. Mr. Willard was a wise counsellor to young divines who frequented his house, opening their hearts and seeking his guidance. He took a firm stand in public and private

against the prevailing delusion of witchcraft, notwithstanding that Judge Sewall, a strong and intimate friend, and prominent member of his church, believed in the delusion and condemned the miserable victims of the delusions.

Mr. Willard published a tract on witchcraft. He also had published some fifty sermons during his life, and "A Compleat Body of Divinity, in two hundred and fifty Lectures on the Assembly's Shorter Catechism"; 1726. While minister of the Old South, the following incident occurred "illustrative of his tact not void of humor." Rev. Samuel Neal, his son-in-law, preached in the Old South a "wretched" sermon, and the congregation entered a request that no more such be admitted from that source. Mr. Willard borrowed the sermon, preached it himself with the advantages of his clear, melodious voice and impressive manner, and the same persons were so delighted with it that they requested a copy for publication.

Rev. Samuel Willard was chosen *Vice-President* of Harvard College in 1701, because he could not be elected President without the condition of residence, to which he was unwilling to assent. He performed acceptably the full duties of the office of President until August, 1707, when, his health failing, he resigned. He died the twelfth of September. He had twenty children, one of whom, Josiah, graduated in 1698. He was appointed secretary of the province of Massachusetts Bay in 1717, and filled the offices of Judge of Probate and of a member of his Majesty's Council, manifesting a high moral and pious character, and in every station "the dignity, grace and politeness of the true gentleman."

## JOHN WILLARD AND HIS SON SAMUEL.

The second son of the celebrated divine, Samuel Willard, was John Willard, born in Groton in 1673 and graduated at Harvard in 1690. He engaged in mercantile business in Kingston, Jamaica. No particulars of his life can be ascertained. The only son of John reaching maturity was Samuel Willard, born in Kingston, in 1705. He graduated at Harvard in 1723. He was settled in the ministry in Biddeford, Maine, in 1730. He was deeply devoted to the duties of his high calling. He died in 1741. He left three sons.

## JOSEPH WILLARD.

The youngest of the three sons of Samuel Willard was Joseph Willard, the father of Mrs. Dana. He was born in Biddeford, December 29, 1738. His widowed mother married Rev. Richard Elvins, of Scarborough. Joseph taught school in Scarborough and assisted young seamen in the study of navigation. He was afterward under the instruction of the famous Master Moody, of York, subsequently principal of the Dummer Academy at Byfield, by whom he was taught without charge, pay for his board procured by subscription, and the situation of a beneficiary scholar obtained at Harvard College. He graduated in 1765 in a large class, for that time, of fifty-four. He remained at Cambridge as a resident graduate and student in divinity. He was appointed and served as butler. He was elected tutor in 1766. An election to that office the year after graduation was never before known. He served as tutor six years, until October, 1772. In November, he was ordained as pastor of the First Church in Beverly. The ordination sermon was

preached by Rev. Andrew Eliot, D. D., of Boston, who thus spoke of him : . . . . "one whose ability and integrity have been for many years tried in a difficult and important station, as a tutor and fellow of Harvard College." Here he passed a successful ministry of nine years, preaching the faith in charity, with great simplicity and elevation of spirit, solemnly and practically, satisfying the wants of the people. He had many distinguished fellow-laborers in the vicinity, John Prince, Thomas Barnard, Manasseh Cutler; men of note in mercantile life as parishioners, Andrew and George Cabot, Moses Brown, Israel Thordike, Joseph Lee; men eminent in professional career, Dr. Joshua Fisher, Dr. Joseph Orne, Nathan Dane. The time of his ministry was an eventful one in the history of the country. With the beginning of its revolutionary measures were rife, and the government of Massachusetts was in process of change from a province to an independent state. He became prominent as a patriotic citizen, and was placed on important committees. In 1780, the American Academy of Arts and Sciences was incorporated. Mr. Willard was one of the first sixty-two members, its first corresponding secretary, also soon vice-president and contributor of the first article in its memoirs, amounting to one-half of the astronomical and mathematical papers, together with other matter to the extent of one-sixth of the first volume. His correspondence brought him into connection with the most distinguished men of the day: Dr. Price, Dr. Priestly, Thomas Brand Hollis; the savans of France, among whom may be mentioned D'Alembert and Euler; fellows of the Academy of Stockholm; of the Imperial Academy of Petersburg, etc.; also with Dr. Bowditch, who communicated to him early papers for his judgment, and afterward became a member of the Academy, contributing twenty-three articles to its memoirs.

In 1771 Rev. Joseph Willard was elected president of Harvard College. Eliot, in his sketch of the history of Harvard College, says: "He fully justified the choice of the governors of the college by the ability, energy, learning, piety and dignity which formed and adorned his character." Dr. Popkin's tribute to his worth was thus expressed: "He was a very learned man, a rare old Grecian, a deep and practical mathematician and astronomer, and of very general reading and knowledge. And what is more and better and greater, he was, I believe, a sincere, honest and good man. His grace was in the inner man, and not all on the outside. But his dignity was in both. I had the honor of serving under him eleven years as tutor." Prof. Webber, in his eulogy, wrote: "By his installation, joy and confidence were diffused through the university and state." Quincy, in his history, says: "Called to the presidential chair when the tone of morals was weak and the spirit of discipline enervated, he sustained the authority of his station with consummate steadfastness and prudence. He found the seminary embarrassed; he left it free and prosperous. His influence was uniformly happy, and through his whole connection with the institution he enjoyed the entire confidence of his associates in the government, the respect of the students, and the undeviating approbation and support of the public." During the twenty-three years of his term of office there was no rebellion among the students. In the first year after his inauguration the president and fellows passed a resolution founding the medical school. In 1789 Washington, president of the United States, visited Cambridge and its university. He was suitably addressed by President Willard. This same address was aptly repeated by President Eliot last year, on the occasion of the visit of President Hayes to the



college, with happy effect. The year before his death he saw accomplished a long-cherished plan of increasing the qualifications for admission to the college. He died in 1804. As a student in the college wrote at the time in a monody on his death—

"Memory still hovers o'er his grave,  
As evening sunbeams love to linger on the wave."

It was said by a son of the president that "his constitution, naturally vigorous, was never impaired by indulgence." A sound body, a sound mind, great power, great usefulness to the end, to the college and his kind. He was the thirteenth of the presidents, numbering to 1809 twenty-one, and with one exception, Edward Holyoke, dying 1769, filled the longest term of office. He married, in his thirty-sixth year, Mary Sheafe in her twenty-first. She was the daughter of Jacob Sheafe, of Portsmouth, N. H., a merchant of rare sagacity and integrity. Their lives were passed in tender unity, with kindred views of parental influence and guidance, with kind and consistent management of their offspring. She survived her husband twenty-two years. "The admirable example and teachings of her excellent life produced upon all the children the happiest results." Two sons lived many years after the father's death: Sidney Willard, Hancock professor of Hebrew and other oriental languages for twenty-four years; and Joseph Willard, graduated in 1816. Of the latter it may be said, that his elevated, abundant and successful labors as a lawyer, master in chancery, clerk of courts, contributor to the *American Monthly Review*, recording and then corresponding secretary of the Massachusetts Historical Society for twenty-nine years; his biographies and memoirs characteristically thorough and accurate; his religious spirit, pure patriot-



ism, "upright beauty of body and soul," and pre-eminent honor, together, give the height of lustre to the name of Willard. Contributing to this lustre must be added the self-sacrifice upon the altar of his country in the last war, of the brave and noble son, Major Sidney Willard.\*

AUGUSTA WILLARD DANA.

The last surviving child of the distinguished president of Harvard—president through the critical period of the college and the forming period of the republic—should not have passed so many years in this city and have closed her life in our midst without a few words of notice. She was born October 30, 1792. As might be expected with such an ancestry and such a parentage, under such early training, and moulded by such religious, literary and high social influences, her presence and character were of no common stamp. She had a natural dignity of bearing, took broad and elevated views, was keen and accurate in her perceptions, with a fondness for literature which she maintained to the end. She was kindly to all and charitable in her judgments. The tone of her heart was decidedly religious without obtrusiveness, with moral principle to the core. She loved simplicity of ways and life. Ostentation and pretence were repulsive to her. Her sympathies were warm and delicately manifested. She was affable, and gave vent to playful humor with her friends. For the poor and suffering she had great feel-

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\*The above sketches of life are, chiefly, directly drawn from the following sources to which there is reference for verification or more full information. The object has been simply as intimated, to avail of an occasion to revive and diffuse among ourselves, in brief, valuable biography in the history of the county with a view to impel toward a high standard of thought and life and whet the appetite for further knowledge.

See Elliot's New England Biography, Quincy's History of Harvard University, Sidney Willard's Memories, Proceedings of the Massachusetts Historical Society for 1866-1867, Willard's Memoir by Joseph Willard, Shattuck's Concord and Allen's Chelmsford, History of the Indian Tribes, by H. R. Schoolcraft.

ing, and it was a great happiness to her to give liberally to the suffering, which she did often. It was the delight of the last year of her life to read again and again the pages of Quincy about the old college days, to go over the memories of her childhood and the narrations of her mother, to call up the old president's house in Cambridge in which she was born, the scene of John Adams and wife at her father's table, her frequent visits to the mansion and fireside of Madam Hancock, the beautiful Dorothy Quincy, &c. This seemed to be preparing her to enter into the rest of the loved and great ones gone before. How fitting the setting of the sun of the household! How can we other than love to gaze on the western sky!—*vivit post funera virtus.*

Maj. Willard did not fulfill the wish of the Indian sachem that he would live near him, but the departed descendant of his has for many years occupied a house on the very hill where Passaconaway, according to the tradition, had a wigwam and his son a hut; and on the street which leads up the hill and called after the chief son and successor, so friendly to the English, Wannalan-cit, there now resides the only daughter of the deceased.

*XXIX. Reminiscences, and Recollections of Lowell, since 1831, by George Hedrick. Read August 4, 1875.*

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I CAME to Lowell from Boston, July 19th, 1831. Lowell at that time contained about six thousand inhabitants, and was a smart, busy, active town. I remember well how beautifully it looked. I stopped at Mixer's Tavern; and after supper the bells began to ring. I supposed that the different churches were having evening meetings, and concluded I had taken up my abode among a good and pious people, and that my "lines had fallen in pleasant places." Thought I would attend the services, and I inquired of the bartender where the lecture was. He said the bells were ringing for the factory girls to leave off work. During the night the bells tolled the hours, and by the time the last one had finished, it was nearly time to begin again. I supposed half of Lowell was burned up. I asked the bar-keeper, "Where was the fire last night?" He said it was the watchmen in the mills striking the hours, and that they were a mean, lazy crew for disturbing strangers so. Never having been in a factory village before, I was not acquainted with the customs of the place.

In my morning walks, nearly forty-four years ago, coming to Davis's Corner (where the sign read "*Lowell Village—Central Street*") I have many times stood and repeated that pleasant name. Then, excepting Mr. Davis's

residence, the old red school-house was the only building near. Now, the whole territory is covered with dwellings.

There was quite a rivalry between Mixer's Tavern on Central Street and Maj. Blake's on Gorham Street, to get the patronage from each other if possible. Signs stood at the corner, with an index pointing the way to each house. The Lowell stage used to stand ready at Mixer's, at 8 o'clock, A. M., under the command of Col. Benjamin Thurston, Job P. Webber and others, to take us to Boston; and a ride on the seat with the driver, or on the top of the coach, was always sought for. In stormy weather, with the stage full, we beguiled the time (five or six hours usually being taken in muddy travelling to get to Boston) with stories, jokes, &c. Those were pleasant rides; and the railroads have driven them away.

A charming view of Merrimack River was had from the point of land where the old Mansion House (tavern) stood, kept at that time by our fellow-citizen, Jonathan Tyler—now the site of the Massachusetts Mills. Many a good dinner the agents and treasurers have had at that house. Looking up and down the river, the views could not be excelled.

Before the building of Lawrence, Merrimack River was famous for its shad and salmon fisheries. The mention of this fact—vouched for by hundreds of our citizens of to-day—recalls an old story, which, though it may have been related of other persons and located in other regions, is believed to have occurred as here represented. One spring Col. Joseph Varnum, of Dracut, (a noted and influential man in all this region for many years of his life—the grandfather of the more distinguished Gen. Varnum, of later years), determined to

take the first salmon caught in the river that season to Gov. Francis Bernard, in Boston. The Colonel enjoyed the honor and distinction of being one of the Governor's aids. On reaching the residence of that official, he found to his consternation that his fish was a pollock. It was the custom at that day for people to make a call at the taverns along the road, going to and returning from Boston. Gen. Varnum was of that number, and was boasting at Woburn what a present he had in his saddle-bags for the Governor. A hostler who was present went out quietly to the stable (where there happened to be a load of pollock), took out the salmon and put a pollock—worth at that day perhaps two cents per pound—in its place. The Governor was very sorry the Colonel had taken so much trouble to bring that fish to Boston, as they were very cheap there. "It was a salmon when I left home, Governor!" exclaimed Col. Varnum, "but it is a pollock now." He brought the fish back with him, and at Woburn, through the interference of the hostler, it became a salmon again. On arriving at his home in Dracut (in not a very pleasant mood) on opening the bag containing it, it was a salmon! He gave the salmon a kick across the kitchen floor, exclaiming: "Lie there, blast you! you are a salmon in Dracut and a pollock in Boston." He thought the fish was bewitched, and as usual in those days, condemned it to be burned. The workmen on the farm were ordered to leave their work and witness the burning of the salmon, so that the evil spirit, whoever he might be, might be driven out of it.

It is said that this Col. Varnum was at work mowing in a field near the river, with nothing upon him but his shirt and broad-brimmed straw hat, the weather being extremely warm (this custom was probably preva-

lent in those days), when word was sent him that the Governor was close at hand to pay him a visit. He ran quickly to his house, which was not far off, donned his chapeau, epaulettes and military coat, and came down to receive his Excellency in true military style, minus his pantaloons, which in the excitement and hurry he had forgotten to put on. There was no harm done; but the Governor was much amused to see his military friend in such a plight, especially after giving the usual salute.

The Colonel died nearly one hundred years ago, and was buried in the yard near the old "Garrison House," Dracut, which is now owned by Major Henry Emery. It is related that a son of the Colonel, named Samuel Varnum, once took a salmon to Boston, purchased a negro baby with it, which he brought home and named Royal Varnum. The child was carefully reared, became a faithful servant and lived to a good old age. His remains lie buried in the yard near the old Varnum Place. Old Royal was a terror to the Dracut boys, in his old age. If any of them did not take their hats off to him, when they met him in the road, he would exclaim, "Boys, where's your manners?" and his cane would be after them in quick time.

In the time of good old Priest Lawrence, of Tyngsboro', salmon, shad and herring fishing was quite a prosperous business. It was the custom to give him the first large salmon caught in the river. In the early spring time, some fishermen near his house (a short distance from the river) drew in their net, took out a large, noble fish, and said, "We will not give this to Priest Lawrence, but will hide it in the bushes on the river's bank." While they were catching a smaller one for him, he (who in the meanwhile had been watching their operations with a spy-glass from his window) came down after

his fish, and said he would "take that salmon." They offered him one. He said he would "prefer the one hid in the bushes." He got his salmon, much to their chagrin.

Shad-fishing was quite an important matter for the farmers in that vicinity in those days; they used to come and carry away the fish by wagon-loads, the price being very low—a cent or less each. They salted them down, and shad made quite an important item for family supplies.

As I resided in Belvidere (then a part of Tewksbury) I with others went town-meeting days five miles, to old Tewksbury village, to cast our votes for the dignitaries of the town. We used to charter all the teams, hay-carts and all kinds of vehicles we could ride in decently, turn out in full ranks (every man must attend; no excuse would be taken); and go down and disturb the good people of the town by our boisterous actions. As we neared the village a "Hurrah!" gave them warning of our approach. [I wish it to be distinctly understood that I was merely a looker-on, and did not take any very active part in those noisy proceedings!]

Judge Livermore, Ned. Livermore, Dexter Hildreth, Ned. Foster, Nathan Durant, Jeroboam Howe, Peter Lawson, Luke Eastman (the village lawyer), and other noted worthies of Belvidere Village (where most of the business of Lowell was conducted) took part in those interesting exercises. We cared but little for any articles in the warrant to be voted on, March meeting days. We took extra pains to have a full turn-out, make all the trouble we could, and have for one day in the year a good time. Josiah Brown, Esq., was chairman of the meeting from time immemorial; and on taking the chair

would rap for order, saying: "Gentlemen, the first thing, according to ancient custom, is to choose a committee to wait upon the Rev. Jacob Coggin to open this meeting with prayer." After the reverend gentleman had left the hall, then commenced "the tug of war." We usually kept up such an uproar that the moderator pounded lustily upon his desk and commanded peace, or he would vacate his office and dissolve the meeting. At twelve o'clock we adjourned to Brown's Tavern to dinner, and the hot flip and other favorite beverages of those days were freely partaken of. Logger-heads were in use for warm drinks—now obsolete. We met again at two o'clock, kept up the turbulent proceedings until seven, when we adjourned *sine die*, and returned home, well satisfied with our endeavors for the good of the town and the benefit of ourselves (as holidays were not very common in the early settlement of Lowell).

I had the honor, soon after I was married, to be hog-reeve for the town (a very important office); but as the pound was at some distance from my place of business, and other duties hindered me from a faithful discharge of the office, I was superseded the next year, and some more worthy person appointed.

The last time we met before we were annexed to Lowell, we kept doubting the votes, calling for each party to be put in opposite sides of the hall till counted, and at eight o'clock carried an adjournment to Kimball's Tavern, near where the City Hotel now is. We did not feel interested enough to put in an appearance on the day to which the meeting was adjourned; our only object was to get the old folks up there, and they had it all their own way. There was great opposition to adjourning to Belvidere. Old Mr. David Rogers hoped the motion would not prevail, as such a thing would be disgraceful;



he had never heard anything like it since the town was incorporated. He was so much agitated that he could with difficulty get his words out, as he sometimes had an impediment in his speech, when excited. But we carried the point, after great uproar. The people of the other parts of the town would have been glad to be rid of us, for we were like hornets in their midst; but they did not feel willing to lose our taxes. They opposed bitterly the annexation of Belvidere to Lowell. Those scenes are well-nigh forgotten, and the actors in them have mostly passed away. Isaac Holden, Peter Lawson, Jeroboam Howe and myself, as far as known, are all that are left of the large crowd who participated in those unruly doings.

When I first resided in Belvidere, in 1831, there were but few houses above Fayette Street. Samuel Parker's house (where Jonathan Tyler now lives) was in the outskirts of the village. I used to walk up as far as that house and think I would hardly take the gift of a lot of land to build upon, it seemed so far from Lowell. That spot is now in our midst.

There was no road beyond Samuel Parker's house; the way to reach Andover and the eastern towns was by the old county or "River Road," as it was called, which passed near Mr. Worcester's farm-house. The road has the same appearance that it had forty-four years since, and the wheel-ruts which are now seen, are supposed to have been made by teamsters from New Hampshire and Vermont, more than one hundred years ago. This road is a very pleasant and romantic one, following the winding course of the river. It has always been a favorite with the young men and maidens, and in years gone by there were large gatherings, Sunday evenings,

to drink cool, sparkling water from a famous bubbling spring in a field near the river bank, not far from Mr. Hovey's land. Tin dippers were used, and each took his turn at the spring, and if any one had a moderate faith in its virtues, he was probably cured of his maladies, as every one said they felt better after drinking. A beer manufactory was built near the spring, or over it, some years since, and with broken beer-bottles and other matters, the romance of the place departed. The beer-shop is gone, and the water of Pentucket Spring is used for the tannery near by.

On the rising ground, where Gen. Butler's beautiful residence is, the most delightful scenery met the eye in every direction; and in the autumn, the rich and varied hues of the trees on the opposite bank of the river were beautiful beyond description. Gen. Butler, a few years since, purchased this point of land at the bend of the river, at a cost of \$500, to save it forever from being encroached upon. The charming views of Merrimack River, the hills and mountains in the distance, from his highly cultivated grounds, cannot be surpassed. A more beautiful and commanding site for a residence cannot be found than that which is occupied by the General; and it is the hope of his neighbors and friends that he will live to the good old age of four-score years and ten to enjoy his beautiful estate.

John Lowell, Esq., chose this same location to build his stone castellated residence upon. I am informed by Dr. Green that he saw the plans, about the year 1824, which Mr. Lowell had made, and they were similar to Lafayette's chateau, at Lagrange, near Paris. Few are aware of the exceeding beauty of this situation. Mr. Lowell selected it as being the most beautiful for prospect this side of the Hudson River, and at that day it

was more charming than now, with nothing to obstruct the view. Hunt's Falls, with their wild, musical murmuring, as in ages past, added attractions to the scene.

Mr. Lowell occupied the house next to Dr. Green's one year; it is now owned by Andrew F. Jewett. The death of his wife, and afterwards that of his two children, and the failure of his health, caused him to give up building. He took a journey to Egypt, and died near the Pyramids. He was a man of large wealth, and left by will \$250,000 to the city of Boston for a course of lectures, delivered annually there, called "Lowell Lectures." If Mr. Lowell had lived, and his family been spared to him, we should have had a castle in Belvidere which would have compared favorably with some in Europe, as he intended it for a permanent residence. He planted a fine row of elm trees from the river road to where his residence was to be placed, a few of which now remain. He built the gate-house, or lodge, now occupied by Mr. Richardson, milkman, below Gen. Butler's grounds. His large ice-house was built near John McCann's barn, and was standing a few years since.

As Mr. Lowell would have been "lord of the manor" (being owner of nearly all the land in the vicinity), with his abundant means, no land would have been disposed of, consequently there would have been none of the residences on Andover and Nesmith Streets such as we now see. The land would have been held exclusively by his family, probably to this day; and it is fortunate for those who own these pleasant homes, that he did not build his contemplated mansion there.

Lowell was named for Francis C. Lowell, not John Lowell, as many have supposed. John Lowell was a son of Francis C., who was very early interested in American manufactures. He died in Boston in 1817—long before Lowell was projected.

The late Messrs. Thomas and John Nesmith built the road, now the continuation of Andover Street, and which is lined by beautiful and tasteful residences, having the most delightful scenery to look upon. The sunsets are magnificent, and the views up and down the river are said by those who have travelled abroad to be equal to Swiss scenes.

“Park Garden” was purchased of the Nesmiths, at a cost of about \$2500. It was partly paid for by the contributions of the residents in the neighborhood, and the remainder by the city. It is small, still it is a pleasant, green plot of ground of about two acres, and a valuable adjunct to Belvidere.

A beautiful and unobstructed view of Lowell, at the time of which I write, was had from the corner of Andover and Nesmith Streets, and the only building from there to the Concord River, in 1831, was Atkinson's hat manufactory, near Clifford's dye-house.

Windsor Howe lived in a cottage house, which was afterwards purchased by Theodore H. Sweetser, and his present residence stands on that lot. This was the only house on what is now Nesmith Street. Skunks were so numerous in the vicinity and in the cellar of this house that it was unoccupied for some time, and it was considered dangerous for pedestrians to be in that neighborhood at even-tide. The land in that vicinity was held at 50 cents per foot, during the land fever, which raged in 1831 and 1832.

Where is now Willow Street was meadow land; and in order to get about, one had to jump from one hummock to another. There was a water course from the Rogers' farm through this street or pass-way to near where Wm. N. Owen now lives. Willow Street took its name from a large willow tree, which stood where Dr.

Johnson resides. The tree became rotten, and was cut down a few years since.

Where High Street Church is, was a high gravelly bank, broken towards the street. The flat above was used as a common or training-field for the military companies to perform their evolutions upon.

Judge Livermore occupied the "old yellow house" which stood where St. John's Hospital now is. He afterwards built the house (and died in it) where Dr. Robert Wood now resides. The old yellow house then became a tavern; the hall was used for dramatic performances, and the First Universalist Society held their meetings there, before they built their church on Chapel Hill. It is now the ell part of the hospital, and is in excellent preservation, though nearly or quite a hundred and fifty years old.

On the bank of the river (now or recently Mr. Hovey's land) stood Pat Haley's cottage—a resort for fishermen, and rather a noisy place by reason of the New England rum drank there. Fighting was a specialty, and rows were common in that cabin. "Kimball's Tavern," kept by John Kimball (the father of John F. Kimball), who was a deputy sheriff till his death, if I am not mistaken, was near where the City Hotel now is.

Madame Wheeler kept a fortune-teller's establishment near the corner of Fayette Street, in a building now owned by Mr. Somes, the baker. The young ladies in the mills had the future of their lives told by cards and tea-grounds, and Madame Wheeler did quite a lucrative business. Another fortune-teller, called "Marm Cash," occupied a small building near the "Arcade," and did a good business with a globe of green glass, in proclaiming the mysteries of her profession.

Luke Eastman's law-office was in a small building about the size of those shoe-shops one sees in country villages, and stood where now are the Prescott Mills boarding-houses.

George H. Carlton kept an apothecary store in the end of the brick block now occupied by Luther Emerson. Manasseh Bailey's house was on a knoll opposite the City Hotel. Hazen Elliott kept a watch and jewelry store where the Arcade building is now, near the bridge. Aaron Mansur's house stood where is the long wooden block, at the corner of Davidson and East Merrimack Streets. It was surrounded with shade trees, lilacs, birches, &c., and a walk in the rear of the house, through a fine grove of large oak trees, led to what is now the Belvidere Woolen Mills.

Fort Hill affords a delightful panoramic view of Lowell, and the towns and villages in every direction. The finest view of the city can be had from the summit. It can be reached from the Cemetery, or the Misses Rogers will grant leave for any well-disposed person to enter their grounds leading to it. It will well repay any one to visit it. The Indians had a look-out from the summit, and the large rock there was called their fort, hence the name of Fort Hill. A ditch could be traced, a few years ago, from the hill to the woods back of the Locks and Canals Company's reservoir. It was a boundary line, fixed by act of legislature, to secure a reservation of about 2500 acres of land, including what is now Lowell, for the use of the Wamesit Indians, among whom the apostle Eliot had been laboring. Merrimack River is supposed once to have covered all of the land in the vicinity, as well as all of Central and Merrimack Streets. In digging through the deep cut on the Rogers' land, for the Lowell and Andover Railroad, successive layers of

stones and gravel, and layers of sand of different fineness, can be distinctly seen, which came in the ice period, countless ages before man became an inhabitant on this planet. One layer of this sand is said to be excellent for mortar.

Our beautiful Cemetery was projected by the late James G. Carney, and his name will always be connected with this pleasant "City of the Dead," as its founder. The original price of lots (in 1841) was \$10; the best-graded lots are now sold at \$250. In the management of this Cemetery there has always been harmony, and a laudable desire to beautify the grounds, where we shall find a resting-place.

The Indians were accustomed, in the olden time, to gather in large numbers at the confluence of the Merrimack and Concord Rivers, as it was a noted fish course. Salmon, shad and herring were taken in large quantities. The red man had roamed and his war-whoop resounded where the busy crowd gather, in Merrimack and Central Streets, long before Chelmsford and the country about here was settled by the English. In digging for the foundations of the Prescott Mills a number of skeletons were found, and it was supposed that the location was their burying-ground.

Belvidere Village used to be a rough place to live in; the inhabitants were thought to be of a second grade. So highly were we estimated that one of the cheap (fifty cent) cars with board seats, on the Boston and Lowell Railroad, was named "Belvidere," as a compliment to us. But time has wrought wonders in our favor; the old settlers have mostly departed, and now the residents will compare favorably with those of the other parts of the city. If delightful scenery and a healthy locality have any attractions, then this part of Lowell is one of the best portions of the city for a desirable residence.



Soon after the railroad was finished, in 1835, Lowell began to extend westward. Above the Northern Depot nearly all the streets now lined with buildings were covered with growing pine trees, scrub-oaks, huckleberry bushes, &c. The land was put up at auction; the lots staked out; the auctioneer (Capt. Joseph Parker, the famous auctioneer of that day) told the assemblage that Kirk Boott, said the land would be worth \$4 per foot. The bidding was lively, and most of the land was disposed of at an average of eight cents per foot. Few payments were made on the lots, and many of them passed back to the Proprietors of the Locks and Canals, the former owners. The most valuable land in that vicinity has never sold above \$1 per foot.

About this time the eastern land-fever prevailed in Lowell, and people became wild in their speculations. Ministers, deacons, doctors, lawyers and all sorts of people who could raise the money to make their fortunes with, went into it. They chose Hamlin Davis to go to Maine, to look after their interests, and paid \$1000 for his services. He came back and reported that a part of the lots were under water, and what were upon dry land were worthless, except for timber, which was too far from any travelled road to pay for getting it off. So the cities on paper vanished, and the bubble burst, to the pecuniary loss of a large number of our citizens. Mr. Davis resided on Tyler Street, and is well remembered by some of our old citizens. He lies buried in the School Street Burying Ground, near the gate. He had his tomb built of solid masonry, so that at the judgment day, he said, he should not be disturbed.

When the canals were being dug a large number of the citizens of the Green Isle were brought here for that work. On what was called "The Acre" (now Cross



Street and vicinity). there stood an Irish village, with the real Irish cabins and shanties, built of boards, sods and mud—such as can be seen in Ballyshannon, if any of the Lowell people ever happen to go there. Outside were the chimneys, built in a half circle, of paving stone, topped out with flour-barrels, for the smoke and for ventilation. Each cabin had its piggery attached to its side ; and the Irishman thought of and cared for his pig as much as George E. Mitchell, of porous plaster fame, thinks of and cares for his smart horse. The streets in this village were just wide enough for the quadrupeds to play with each other, when they were let out of the piggeries, evenings, for that purpose ; and as the young Celts chased them, to get them back to their styes, as was often the case, there was some lively music in that district.

The fine, attractive residence of James C. Ayer was originally called "the Stone House." It was kept by one of the best landlords Lowell has ever known, the late Samuel A. Coburn. His house was crowded with summer boarders. The owners of the mills, with their families, made it their summer resort. From the piazzas in the rear charming views of the river and distant mountains could be obtained. It was a delightful place for Boston people to come and breathe the pure air of the country. The milk from the Major's choice cows was in constant demand ; and those spending the summer with him went back to Boston with sun-burnt faces and more rugged health than all the medicines of the doctors taken in a life-time could give them.

Many anecdotes are related of a well-known character, a resident here in the early days of Lowell, familiarly called "Pop Stearns." He was a sharp, quick-

witted fellow, and though many in one way and another came in contact with him, rarely did he come off second-best. It is said he was a cousin of the late Theodore Parker. He was engaged in a variety of occupations and was a very useful man, and is well remembered by some of the old residents, as making considerable noise in his day. Mr. Stearns set out many of the trees in our public streets; those in front of St. Anne's Church are some that he planted. He was chosen captain of the military company which paraded on Chapel Hill or near "Tower's Corner;" and dressed in his regimentals, with a tall, white plume, his sword dangling by his side, he made quite a display. One afternoon he issued orders for his company to appear, armed and equipped according to law on Green Street, at four o'clock, P. M., and there await further orders. His men behaved in such a boisterous manner, that constable Zaccheus Shedd appeared on the ground and commanded them to disperse. Captain Stearns, drawing his sword, said he would let him know who was the commander of this regiment, ordered his company to "shoulder arms—charge bayonets," and the officer was in a short time among the missing. At that day the military companies were held in rather low estimation. Capt. Stearns was elected to bring still greater discredit on this company. I think the soldiers were very well satisfied with him as their commander the short time he served.

Some one told Mr. Stearns of a machine invented to remove the bones from the shad, so that there might be more satisfaction taken in eating them. He said he had one, which had recently been invented, that would knock that higher than a kite, viz: drive a wether into a box made for the purpose, close the door, turn a crank furiously for ten minutes; then open the door, and there

will be found four quarters of spring lamb, splendidly dressed ready for the market, with two felt hats and a greasy leather-apron.

A clerk at the Hamilton counting-room (who was not much of a botanist) many years since asked Capt. Stearns to get a good pot plant for him, one that would bloom freely. Mr. Stearns said he would get a first-rate one for him, and brought him one with large leaves of the lily kind; told him to keep it well watered, as it needed a good deal of moisture, and if he could get some meadow mud to punch it in around the roots; it would make it have more flowers and keep it in bloom. Mr. Stearns said he would call and see how it got along, which he did frequently, and said it was doing finely. One of the clerk's young friends, who had seen a plant of this kind before, asked where the deuce he got that thing from. The clerk said he had it of Pop Stearns, and it would bear splendid flowers. "It's nothing but a skunk cabbage," his friend said. "No; it is not," exclaimed the other. "Then break off a twig and smell of it, and you will see how fragrant it is." This the clerk did, and up went the window and pot and plant went into the canal.

Thirty or forty years ago it was the custom of the residents near Pawtucket Falls to meet at "Hobbs' Store," on Salem Street, near Cabot, evenings, and talk over the gossip gathered through the day. The late John Smith (father of George Smith, merchant tailor) told the company that he had caught a large eel, weighing three or four pounds, more or less, and that he intended to have it for his dinner the next day. Mr. Stearns, who happened to be present, stole quietly away and went to Mr. Smith's house, told Mrs. Smith that her husband sent him for the large eel to show to some com-

pany at the store. He took the eel to his own house and made a hearty meal of it, for his dinner. When Mr. Smith returned home, he found his eel gone and had to provide something else for his repast.

Atherton & Buttrick's grocery store, in the basement of the City Hall, was a resort for some of the old settlers of Lowell. Nearly every evening found a goodly number gathered there to have a chat about the current events of the day. As chairs were not common in the store, we occupied the tops of the barrels. Many a hearty laugh we have had over choice bits of tattle, &c. Walter Wright, Stephen Cushing, Jesse Phelps, Erastus Douglass, and others, with the proprietors of the store, all dead now, met with us. We kept good hours at that time, and when the nine o'clock bell rang, it was a warning for us to depart for our homes. This old custom is still kept up in every country town, and the village store, evenings, is the rendezvous of the fathers of the town for discussing various matters.

In the good old town of Billerica, a fund was given, nearly one hundred years since, by Deacon Abbott, for the improvement of church music. The selectmen met in 'Squire Abbott's store to appoint some worthy person to be singing-master; and as it took some time to make the selection of a suitable man to keep the singing-school, they became quite dry, and needed some refreshment. On Mr. Abbott's books, in 1792, was this charge: "Town of Billerica, to A. A. Abbott, Dr., to three mugs of toddy, delivered the selectmen while talking about the singing-school." Some years since I had published in the *Lowell Courier* this and quite a list of charges from his books, among them: "Rev. Mr. Cummings, Dr., to two gal-

lons of New England rum, delivered your negro man Jack." "Wm. Heckle, Dr., to a pint of flip, delivered yourself while hoeing corn in the field," and similar charges. Mr. Abbott was particular to note whom the articles were delivered to. One day four elderly people called upon me and wished to know if I was the person who had been publishing some scandalous matter about the town of Billerica. I told them I caused these "charges" to be printed, and when the events took place, they probably were boys, and I did not think their health would suffer much in consequence. They said they thought I ought to be in better business than to be raking these old things up, about their town, as the reputation of old Billerica stood as high as that of any town in the State. No action for libel has ever been commenced against me.

#### ADDENDA.

Strangers visiting, or having business, in Lowell, after passing through our streets, go away with unfavorable impressions of the city. They say that it is a thriving manufacturing town (like almost every other factory place) with nothing very attractive in its buildings; a few handsome stores, and not much to be said of its churches and public buildings. Let them take the horse-cars and ride to Pawtucket Bridge, look up the river at the beautiful Pawtucket Falls; then cross the bridge, look down at the rapids of the Merrimaek; then go to Centralville Heights; then to Belvidere, to the residences of D. W. C. Farrington and Mrs. Richmond

and look up and down the river; to "Fort Hill"; to the reservoir, and then to the beautiful location of D. C. Brown, and looking from the piazza of his house they will behold one of the most charming views the eye has ever rested upon, and they will say that Lowell is "beautiful for its situation," if not the "joy of the whole earth." But King David, if he resided here, would say that the "hills that stand about" Lowell are exceedingly beautiful, and the city is "a fair place." The delightful residences in Belvidere, those near Pawtucket Falls, and some in Centralville, are not excelled by any in the vicinity of Boston. If any one, after viewing these scenes o'er, can leave Lowell without exclaiming that there is not in New England a more beautiful inland city, with such charming surroundings, then we will say that "the half has not been told him."

*XXX. Past, Present and Future of Lowell, by  
Charles Hovey. Read February 12, 1879.*

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THE first view of Lowell by almost every old resident was an outside one, and was commonly associated with a view to business. One of the text-books in the district schools of this section of the country, about the year 1830, was a history of Middlesex County. It is remembered by one of the pupils of a school in Cambridge then, that Lowell was described as a place of remarkable growth, and that enough cloth was manufactured there in a year to encircle the globe.

It is an historical fact that the early years of Lowell presented as wonderful a growth, for the time, as has Chicago for its time, since Lowell became a city. It was the first of the observable rapid growths of towns in this country. It brought together enterprising men of many nations, but more especially it concentrated, so to speak, all of the varieties of brain in New England. This remark may be well illustrated by enumerating the names of distinguished persons, who have either occupied prominent positions here or have attained them elsewhere after having lived here. But before naming these, it may be well to mention a class of men whose enterprise has added largely to the wealth and beauty of

Lowell, and the strong marks of whose characters are still visible about us, viz :

EDWARD ST. LOE LIVERMORE,	JOSIAH B. FRENCH,
KIRK BOOTT,	ELISHA HUNTINGTON,
WARREN COLBURN,	ELISHA BARTLETT,
EZRA WORTHEN,	SAMUEL L. DANA,
PAUL MOODY,	JOHN NESMITH,
OLIVER M. WHIPPLE,	THOMAS NESMITH,
WILLIAM LIVINGSTON,	JONATHAN TYLER.

With the single exception of Dr. Bartlett, who was the first mayor of the city, and whose professional accomplishments called him, in 1841, to a high position in a southern medical college, these men finished their labors in this world in this city. Some of us remember them all, and all of us remember some of them.

And now it is in order to name the list first referred to, as follows :

GEORGE W. WHISTLER,	DANIEL C. EDDY,
EMORY WASHBURN,	THOMAS TALBOT,
THOMAS HOPKINSON,	GUSTAVUS V. FOX,
JOSIAH G. ABBOTT,	WENDELL PHILLIPS,
SETH AMES,	JOHN A. GOODWIN,
WILLIAM S. GARDNER,	JOHN G. WHITTIER,
WILLIAM A. RICHARDSON,	ERASTUS B. BIGELOW,
THOMAS M. CLARK,	ELIAS HOWE,
WILLIAM SCHOULER,	GEORGE WELLMAN,
NATHANIEL P. BANKS,	JAMES B. FRANCIS,
BENJAMIN F. BUTLER,	NATHAN ALLEN.
ALONZO A. MINER,	

In these lists there will be recognized the names of some of the most distinguished mathematicians. en-



gineers, chemists and mechanics of this country; also, three Governors and two Lieutenant Governors of this Commonwealth, six Judges of Superior Courts, one Speaker of the House of Representatives at Washington and three of the House of Representatives in Massachusetts, three Generals of the United States Army, a Secretary of the United States Treasury and an Assistant Secretary of the United States Navy, one of the most distinguished poets of the country, a Bishop of the diocese of Rhode Island, and all of the four candidates for Governor of Massachusetts at the last State election; while among the remainder are the names of Erastus B. Bigelow, the inventor of the power carpet-loom; George Wellman, the inventor of one of the most important machines for carding cotton; and Elias Howe, the inventor of the sewing machine; also, our own living and renowned hydraulic engineer, James B. Francis; and Dr. Nathan Allen, the world-recognized contributor to medical science. Major Whistler was the instructor and immediate predecessor of Mr. Francis, the present agent and engineer of "The Proprietors of the Locks and Canals on Merrimack River." He was called by the Emperor of Russia, at a large salary, to superintend the building of railroads in that country.

Nearly all of the men named in the last list are now living, and some of them are distinguished for accomplishments not indicated in their public titles. Not one of them was born in Lowell, but most of them have spent a considerable part of their active lives with us, and have contributed each in his own way to make Lowell what it may now well claim to be—a city of culture, good order and beauty.

During the development of all of these desirable qualities, in the first half century of this city, there have

been permanent families enough to maintain the tone and respectability which age and permanence only can give to any place. In the early years of our incorporation but very few persons came here with the intention of remaining to establish a home; but no doubt some, from force of circumstances, changed their plans after the experience of a few months in this community, and these, with the few who came to settle, are distinguished here as in other cities as the "old families." "Society," so-called, may be said to be indigenous to all old civilized, settled soils, but it is at least spontaneous in every civilized settlement. Its laws, though well understood, are unwritten, but they are as positive in their operation as were those of certain heathen, which changed not. They are also exclusive; quite as much so as are the title and rules of our own Association, which *are* written. By these rules we exclude every man who has not ceased to call himself young, and also require that he shall have lived here a quarter of a century. As before indicated, he must be old and must also by his unchanging locality have attained that other quality which never fails to add dignity to the remainder of his life. We need not look outside of our own Association for living arguments to illustrate this principle with emphasis. Our first and sole President was here settled in his profession almost at the conception, and his contemporary, the venerable rector of St. Anne's, before the birth of Lowell, each having well-nigh completed his third score of years here; and now it is both our pleasure and privilege to do them honor.

Socially considered, it is believed there are but few towns or cities superior to Lowell. The best evidence of this is the uniform testimony of families who have moved away, and have either returned or expressed a

strong desire to do so. It is natural that it should be so, for it is situated on a beautiful river, with rapids at both its entrance and exit; a city surrounded by hills, woods and other attractive features of the country; only one hour from the ocean, with railroads running in every direction, and of sufficient magnitude to attract the class of entertainments that visit only the large cities, it may with truth be said it has all the elements which make residence desirable, not omitting schools which (thanks to the early founders) are models of system and discipline.

The "corporation" system, under which the larger part of the manufacturing is done, has advantages in so far as the comfort of living is concerned, which are not compatible with the greed of large individual ownership. This is apparent in the yards and other surroundings of the mills, as well as in the neatness and comfort of the boarding-houses, which are owned and cared for by the corporations, a policy which does not uniformly prevail under the other system.

It is true that Lowell has sometimes been compared to a good cow from whose milk the six months' product of cream is borne away twice a year; but the figure may well be carried further, by saying that the cow must be fed, both while she is dry and also when there is no sale for either milk or butter. Hence our mills have been kept running through the entire five years just past of business depression. Besides this, the deprivation of the use of this cream has stimulated us to become joint owners in this, as well as to be exclusive owners of many other figurative cows, so that we are not now, as formerly, dependent upon outside ownership for maintenance.

It is within the memory of most of us that the hours of labor in the mills, and also of outside labor which commonly coincided with the "mill bells," was much greater for the first quarter of a century than it has been since. By a record in the office of the Proprietors of the Locks and Canals on Merrimaek River, it appears that prior to 1851, at which date a new "timetable" was adopted, the following rules prevailed, viz:—

From November 1st to 20th—First bell, 4:30, second 5:30; "work to begin as soon as the hands can see to work."

March to November—Work before breakfast.

November to March—Breakfast before going to work.

May to September—Half an hour for dinner.

September 20th to March 20th—Work continued till 7½, P. M.

March 20th to May 1st—"As long as they can see to advantage."

May to September—Until 7 o'clock in the evening.

September 1st to 20th—"Until dark."

The "blowing-out ball," which under the foregoing rules was a regular annual event, took place on the night of March 20th. To prevent any ambiguity in regard to the title of this festive occasion, it is proper to say it applied only to the cessation of "lighting up." It was invariably the great ball of the season, which mechanics and mill-hands, cooks and clerks, drivers and draymen, merchants and menials, matrons and maidens, bachelors and benedicts, were all expected to attend, took place annually on Washington's birthday. "Tickets, Five Dollars." "Dancing to begin at five o'clock, P. M." It was commonly daylight of the 23rd before it ceased.

For a little more than a quarter of a century the working hours of the mills averaged about twenty per cent. more than the present "time table" requires. This fact suggests a subject worthy of consideration and discussion, viz: Which of the two systems is best for this community? The money-view shows that the annual interest on the capital invested, at six per cent., amounts, for the idle time, to \$198,000. This is a total loss. Neither operative nor stockholder is benefited thereby. In the matter of wages the loss is much greater, but it is not the province of this paper to show what equivalent the mill-hands enjoy for this enormous sacrifice.

One of the institutions of Lowell, in which probably a larger number of residents have identified themselves than with any other, is the Lowell Cemetery. For its paternity, early nursing care, and watchfulness until it could stand alone, it was mainly indebted to the late James G. Carney. It was he who penned the paragraph on the first written page of its records, and who brought it to the prospective clerk of his selection, to be transcribed. He laid out the financial plan that enabled the corporation to buy the land, procure surveys and prepare it for use.

It will no doubt interest some to hear the names of the officers who were elected at the first meeting of proprietors after the ground had been purchased and other preliminary arrangements made. The meeting was held in the Common Council room, March 8, 1841. The names of the officers were as follows, viz: Oliver M. Whipple (president), James G. Carney (treasurer), Charles Hovey (clerk), and twelve trustees—John Aiken, Jonathan Tyler, James Cook, Samuel Lawrence, John W.

Graves, Seth Ames, John C. Dalton, Alexander Wright, David Dana, Eliphalet Case, John Nesmith and William Livingston. Of these fifteen persons, all but four have departed this life, and but two of these—James Cook and the clerk who stands before you—are still residents of Lowell. The others are Seth Ames, of Cambridge, and Samuel Lawrence, an honorary member of this Association, now living in Stockbridge, in this State.

The Cemetery has been a success financially and every other way, except that the more recent management has frustrated one important plan of its founders, by charging what seems an exorbitant price for the lots. It was the original intention that the price of lots should for all time be compatible with the ability of the community for which this provision was made; but the price has gradually advanced until now it is nominally more than twenty times as much as it was in the early history of the corporation. This remark is, however, subject to the modification, that no lots are now sold by the corporation, except such as are first prepared for immediate use.

The present location of the Cemetery was selected for its picturesque beauty only, without regard to the adaptation of the soil for burial. As the substratum has been found to be hard gravel and rock, the cost of preparation and grading has added largely to the cost of lots.

In considering the present view of Lowell after the suggestions already made, a plain statement of such facts as are before us daily may be all that is needful.

Lowell has now fifty-three thousand inhabitants, and is the second city in population in this Commonwealth. By the recently published statistics, it is shown that there is a capital of sixteen and a half millions of

dollars invested in mills and other mechanical industries, which give employment directly to twenty thousand persons. Instead of a year, as stated at the beginning of this paper, to make cloth enough to encircle the globe, it is now done in seventy days.

Perhaps it will be more intelligible if stated in another shape. The daily product of Lowell is three hundred and thirty-three miles of cloth, nearly four miles of carpets, one thousand and forty shawls and thirty-nine thousand pairs of stockings.

Besides these there are numerous corporations not connected with what is familiarly known as "The Locks and Canals Company," whose products are in great variety and largely demanded by an outside market. Among these are bunting, felting and belting, cards, card clothing and cartridges.

Upon the general principle that "business means business," there have been many private enterprises started here, induced by the existence of corporations. In addition to this, there is the moral effect, so to speak, of an established system of working hours. By common consent the "bell time" of the mills is accepted by all private owners and workmen, a circumstance which is of important advantage to all kinds of mechanical business.

Following the order of the title of this paper, it now remains to remark upon the future view of Lowell. With the experience of half a century, during which the processes of carding, spinning, weaving, bleaching and printing have been so changed as to be scarcely recognizable by an expert of olden time, it is problematical only as to what discoveries and inventions may do in the future.



The existence of telegraphs, telephones, microphones, phonographs, electric lights, steam fire-engines, elevated railroads, tunnels, air-guns, kerosene, nitro-glycerine and dynamite—all less than half a century old—is rather confusing to an “old resident,” and sometimes raises a momentary doubt in his mind whether he is living a real or an artificial life. He is generally willing to remain ignorant of the power and properties of all of these, except as from force of circumstances he is compelled to use any of them. He can better comprehend and feel a greater interest in the rapid development of business with which he is familiar, in and near his adopted city, some of which he may not yet have heard of. For instance—

In the town of Tewksbury, just beyond the easterly boundary line of Lowell, there is now in successful operation an iron foundry which probably has no superior in Massachusetts. Extensive preparations are also made for the erection of a large machine shop and other buildings in connection therewith early in the approaching spring season.

A mile farther on, in the same direction, near to and between two railroads, there have been erected and are now in practical use permanent brick buildings for the production of chemicals largely used by the manufactories in this city. Both of these enterprises are expansions of business which began here, and remind one of the description of the surroundings of Manchester, in England. They are now located so as to admit of enlargement to any extent, which will enable them to supply all probable demands for their products for the next half-century.

The first detailed public announcement will now be made of an enterprise which, in a business view, can not



but interest every man whose sympathies are in favor of the commercial advancement of Lowell.

Three miles from Central Bridge, on the road to Lawrence, there is a newly-travelled lane, which leaves the road on the left and runs less than a mile northerly, through a rough and uncultivated country, to "The Dracut Nickel Mine." Tradition has it that this mine was discovered and worked about two hundred years ago, and recent discoveries fortify the truth of the tradition. In some of the old deeds conveying the property, allusion is made to the "valuable mineral deposits," which were then supposed to be gold and silver. Nickel, which resembles silver in external appearance, was not known till 1751—more than half a century after this mine is supposed to have been opened.

On the table before you there are two large fragments of a drill which is supposed to have been used at that time, and also an "assay" undoubtedly made at the same period; and as no silver was found, the disappointment resulted in the abandonment of the work. Both the "assay" and the drill were taken in their present condition from the freshly-opened mine. Upon examination in 1876 it was found that a shaft about eight feet in diameter had been sunk to a depth of forty-three feet. It was nearly half filled with earth and debris, including timbers, indicating that it had once been covered with a building.

The chartered company owning this mine and the surrounding acreage under which it is presumed nickel exists in large quantities, has quietly pursued its operations of development for fully two years. It has sunk the shaft to a depth of sixty-one feet, and has made drifts of varying lengths to all the cardinal points, so as to settle beyond question that the metal exists there in

such quantity and quality as to warrant a large expenditure for its development and production. Plans are now in preparation for apparatus and buildings for working the mine on a large scale.

In this as in most nickel mines the metal is accompanied by cobalt and iron—the latter in the form of a sulphuret. The process of separating the sulphur from the iron will enable the company to produce, as a secondary product, a large quantity of sulphuric acid, commonly known as oil of vitriol.

It is expected that in one year from this time the establishment will be able to supply daily four hundred pounds commercial nickel, ten tons of sulphuric acid, and eight tons of pure iron, each of which has as marketable a demand and value as that of any product of the best farm in the country.

The other specimens which have been brought here for your inspection include the native rock of different degrees of richness in nickel; the metals and slag recently smelted; some protoxide of iron in powder, from which sulphur (the part which produces sulphuric acid) has been removed; also the same made into solid iron of great purity; and a "button" of commercial nickel. The present market price is one dollar and twenty-five cents per pound.

All the nickel now used in this country is either imported or procured from the Gap Mine, in Lancaster County, Pennsylvania. Mines of nickel have occasionally been discovered in other parts of this country, but metal has either existed in too small quantities or has been so involved with other metals as to preclude its profitable working.

If, therefore, the Dracut Nickel Mine shall yield, as it is expected by the owners to do, it will certainly be a prominent feature in the future view of Lowell.

In these days of trickery and reckless speculation it is proper to add, that all the information now presented in regard to this mine has been solicited by the writer solely to be made known to this Association. There are neither shares nor property in it for sale, and it is in no way connected with any speculative movement, either immediate or remote.

It is hoped that these "Views of Lowell," if so they are properly called, have been presented in such a way as to preclude any idea of boasting. It is believed that every statistical statement in this paper is a well-established fact, and easily proved to be such.

An impression prevails in the minds of persons not familiar with Lowell, that it is an exclusively manufacturing city, with all the objections supposed to exist in the manufacturing towns of Old England, and without any of the attractions which make life comfortable. Such an impression is sure to subside after a brief visit here.

The truth is, Lowell was uncommonly fortunate in its founders. They were men of large ideas and liberal minds. The most prominent of them were highly educated, and appreciated the importance of providing for the education of the children of those whom they employed. The early influence imparted by them continues in a considerable degree to this day.

The present permanent character of its population and the continuous advancement in the number and quality of its "homes," together with the great variety and quantity of its productions, give encouragement that Lowell will soon occupy its proper rank among the cities of this country.

XXXI. *The Semi-Centennial History of the Lowell Institution for Savings. By George J. Carney. Read May 8, 1879.*

NOTICE.

A meeting of the Savings Institution will be holden at the Compting Room of the Hamilton Company, on Friday evening next, at  $\frac{1}{2}$  past 7 o'clock.

(Signed.)

J. G. CARNEY.

LOWELL, March 18, 1829.

THE above notice was duly published in the *Lowell Journal*, on Wednesday, March 18, 1829; and it is fitting, fifty years from that day having fully passed, that a record should be made of the manner in which the affairs of the Savings Bank then established, have been administered for the half century. The following items among others are noted, as indicative of the conservative policy which has ever controlled this Institution, and illustrates the fact that the financial experience of many years is accompanied with an increase of wisdom; and they are further noteworthy as making public some traditional matters which deserve a permanent record.

May 4, 1830, it was voted to change the method of computing interest to the depositors, and allow interest

to be cast quarterly, instead of monthly as was originally the custom.

It is among the traditions of the Bank that in its first growth a loan to the Town of Lowell was considered a desirable investment to make, and this tradition has borne good fruit ; for of an investment of more than two millions and a half of dollars of the depositors' money to-day, \$645,000 are invested in notes of the City of Lowell. In those early days the Town of Lowell, by a verbal agreement, with the Institution, had borrowed as a permanent loan the sum of about \$17,000—to be exact \$17,444.72—and it having been ascertained that other parties deemed the loan a desirable security at a lower rate of interest, the parole agreement was broken, and the whole amount was tendered the Bank, whereupon it was voted, August 14, 1830, that a meeting of the Trustees be called for Tuesday, 31st inst., at 8 o'clock, P. M., to take into view the state of the Institution and act upon the question of dissolving the same in conformity to their by-laws. The Institution, however, had some life left in it, and the report marked "A," will show one of the methods adopted in those days of discussing vital differences of opinion ; in these latter days, we exhibit more vivacity in presenting topics, pro and con, yet our use of the language expresses our thoughts no more clearly than those good terse words did, at that time, exhibit the views of gentlemen learning the rudiments of financial management and integrity.

A peculiar use of the word *their* may be commented upon. The writer has a traditional belief that the by-laws were made rather for the officers of the Bank, than for the consideration of the depositors ; and it was thought that the only right the depositors acquired was to come at will to the Bank and get their money. Stay-

laws were not approved of in those days. If a man or Bank *could* not pay his debts, they borrowed a word from another nation and called him or it bankrupt.

From the commencement of the Bank until November 1, 1830, the rate of interest was five per cent. At that time it was changed to four per cent. at which rate it has since continued—nearly forty-nine years; and one on reading over the records of the Bank, or running through the lists of its investments, must come to the same conclusion which nearly fifty years since was reached by those pioneers in savings bank management, that four per cent. per annum, net, is a safe and fair rate of interest for investments where payment is made “at the tap of the drum”; and through these fifty years, it is believed, that this is the only savings bank in the Commonwealth that has dared to keep its annual rate of interest paid to depositors at four per cent. Other banks have yielded to the cry of “More profit,” and have divided the principal instead of the income of their deposits as dividends, and then a stay-law is passed, ostensibly and plausibly to protect the *depositors from themselves*, but really to give to managers of savings banks an opportunity to try and make poor and indifferent investments and securities rank with those of undoubted stability and value.

In the year 1834 among other wise provisions in the by-laws then adopted are these words: \* \* \* \*  
“or the funds of the Institution may be invested in loans on mortgage of real estate within this State, provided that the whole amount loaned on mortgage shall not at any time exceed a third part of the whole funds of the Institution at the time of making the loan, and that no loan shall be made for more than half the value of the estate pledged.” This practice has been the rule

of the Institution for forty-five years and is still in force.

The ratio of the mortgage loans to the gross deposits is to-day sixteen per centum, or about one-sixth. Had this custom been also the rule governing investments made by all the savings banks in this Commonwealth, it is safe to say that to-day the condition of their securities would be such as to effectually prevent any suspicion as to their ultimate solvency. It is true that there would be fewer speculative blocks of dwellings erected; fewer pastures would have been scored by the surveyors' stakes, indicating the line of prospective avenues, the sides of which, *on paper*, are generally adorned with an endless variety and form of shade-trees, elegant and expensive mansions, vying with the trees in number. It is also true that the rates of interest would have been lower, but in most cases it has proved that where a high per centage has been paid to depositors, it has come, not from the profits, but rather from the principal of the fund invested.

The Trustees voted, March 10, 1837, that "the Treasurer and Messrs. Clark and Edson be a committee to appear before a Committee on Banks and Banking in this State on Tuesday next, at the State House in Boston, and resist the application for another savings bank in Lowell"; but opposition was not of avail. Three savings banks were soon after chartered, and in 1871 two more were added to the number, making a total of six in the city.

In 1844 the first action was taken looking toward the erection of a building for the use of the Bank, by amending the by-laws in the following manner, by inserting the words— \* \* \* \* "or in real estate with a view to furnishing the Institution with a vault and banking room, whenever the Board of Investment shall



deem it for the interest of the Institution to do so"; and on August 1, 1845, the Institution was removed to its present location, on Shattuck Street. It is traditional that at that time it was considered a hazardous undertaking to invest so much money in real estate, and many heads were then wagged in distrust; but the result showed good wisdom. The investment has never paid less than six per cent., is paying now about seventeen per cent., and if the entire building, save only the rooms now occupied by the Institution, were empty, the Institution would then be chargeable with only a fair rental for the accommodations it receives. It is well, however, to mention, *sub rosa*, that in 1853 it was discovered that the Institution had no legal right to purchase real estate or erect a building, and accordingly power to do so was obtained of the legislature.

In 1847 the present seal of the Institution was adopted.

And now follow many years of useful life for the Institution. The experiment of establishing a savings bank which should partake of the nature of a public charity proved to be successful. Reference to the accompanying table, marked "D," will indicate approximately the healthy growth of the Bank in the public confidence.

From the year 1845 to 1856 there was employment for all, and each and every one was industriously and profitably engaged in minding his own business. In 1857 there came the first of a series of disturbances which have continued until this time. Each wave of disaster has brought more ruin and havoc; rich and poor alike have suffered—the rich by the shrinkage in property and income, and the poor by the decreased remuneration for their labor. The panic of 1857 was



succeeded by the panic of 1861. Hoarding of gold commenced and continued until January 1, 1879, when the resumption of specie payments by law destroyed the premium on gold—not so much as a resultant of law as from the fact that the balance of the trade of the United States with all foreign countries being a credit balance, no one inside or outside our boundaries needed or cared to collect our coin, and gold and silver were relegated to their primitive condition, that of merchandise. The premium on gold was at its highest on “Black Friday,” July 11, 1864, (the day is so called from this circumstance), when it sold in New York for that day only at \$2.85. With the close of the war there came a slight spasm of apparent prosperity; but the reaction soon set in, moving gradually at first until in September, 1873, the storm of shrinkages and loss burst upon us, and although the downward tendency of prices for money seems to be arrested, still to-day no one can point to any indications of permanent improvement. When one considers that hundreds of millions of capital are satisfied with four per cent. interest, it becomes a question of vital importance to the trustees of the two hundred and forty odd millions of dollars deposited in Massachusetts savings banks to consider how the dividends for the future are to be earned. This question is alluded to later.

To the prudent and wise business forethought and sagacity of the late James G. Carney, the original promoter and first Secretary and Treasurer of the Institution, is due a large share of the prosperity which has ever attended the investments made in the half century just elapsed. Taking charge of the business at first as a simple matter of aiding those who were struggling to aid themselves, as the years rolled on it became certain

that some one must be placed in charge as executive officer for the trust, with enlarged power of action, and no one so well as the late Treasurer could assume the burden, which he faithfully and honestly bore until the year 1869, when death came to set him free.

The first obituary notice made in the record-books of the Institution was that commemorative of Mr. Carney's decease, and the purest testimonial which can be recorded of any man by his fellow-men, was made therein, shortly after his demise, and consists of these few words:—"NOT A FIGURE TO BE CHANGED NOR A WORD TO BE ERASED." And ten years later, it is an honor for us to write, that not a letter in these twelve words need be altered or obliterated.

The annexed account gives the condition of the trust as it is this day.

The Trustees, having fully considered the matter, have deemed it wise to postpone until more favorable times, the division of the surplus remaining on hand, for while through all these fifty long years there has never been a loss of a dollar, still until business is again in a normal and healthy condition, it is unwise to assume that the complications of the past few years shall in no manner affect the value of our securities; indeed it has been contemplated that if the so-called hard times continue, a reduction must be made in the current rate, four per cent. paid to depositors. The cost of carrying on the business is subject to these charges—

Paid to Depositors, . . . . .	.04
Taxes to State of Massachusetts, . . . . .	.0075
Guarantee Fund, . . . . .	.005
Expenses, . . . . .	.0025
	.055

that is to say, the Institution must earn five and one-half per cent. at least. At this time, when discount banks are lending money upon poorer securities than those owned by the Institution—at from three to three and one-half per cent.—no wise or prudent manager of funds, liable to be called for without notice, will believe he can or will promise to pay a high rate of interest for the purpose of attracting deposits.

The public confidence shown in the stability of the Institution during these troublous years, is a sufficient reward to the Trustees for the many years of careful attention to their duties for a trust in which the element of self-interest has never yet appeared. All honor to their wise and prudent counsels.

And now comes the last of a record of faithfulness and honesty for fifty years for the Trustees—a half century of unintermitting prosperity for the depositors; and what more fitting words than these can we choose to mark our progress?—"Hitherto hath God helped us."

# REPORT.

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( A. )

The committee appointed to take into consideration the state of the Institution, and report on the expediency of closing its concerns, submit the following statement :

There is due from the town of Lowell, . . . .	\$17,444.72
Stock in Lowell Bank and loaned on Note, @ 6 % . . . .	4,400.00
Cash deposited in Lowell Bank, . . . . .	4,398.84
	<hr/>
	\$26,243.56

Payment has been offered of the amount due from the town of Lowell, but has not yet been received, as it was understood by the Institution that the loan was made for a longer term. The circumstances respecting this loan are briefly these: At a town meeting, on the 4th May, 1829, in conformity with the report of a committee previously chosen, the town voted to build a Town-House, estimated to cost \$18,000; to borrow the money for that purpose; and also voted that the town raise \$1000 annually, until the expense of building said Town-House shall all be paid.

At a town meeting on the 21st of May, 1829, the second article in the warrant was: "To see if the town

will authorize the Treasurer and his successors in office to borrow any sum of money not exceeding \$18,000 on the credit of the town, for the purpose of defraying the expense of purchasing land and building a Town-Hall, as recommended by a committee appointed by said town on the sixth day of April last"—on which article it was "Voted, That the Town Treasurer and his successors in office be authorized by the town to borrow, on the credit of the town, a sum of money not exceeding \$18,000 for the purpose of purchasing the land and building a Town-Hall."

On the 14th July, the Town Treasurer borrowed \$600, giving his note at six months, and on the 27th a further sum of \$700, and agreed to take the money deposited weekly until the 14th January, when he expected to get the whole sum somewhere else, at a lower rate of interest. All the notes were accordingly made payable the 14th January, 1830, on which day the Town Treasurer borrowed the further sum of \$2114, gave a new note for the whole amount then due, being \$9002.71, and agreed to take the money as it should come in weekly, until the whole amount of the loan should be obtained, it being understood that he had not succeeded in negotiating a loan at a lower rate, as was proposed. After this time in all the transactions with the Treasurer of the Institution, he gave reason to suppose that he was dealing with the Institution for a permanent loan, payable according to the votes of the town of the 4th and 21st May; and on the 13th of July he made the first annual payment of \$1000, according to those votes, and requested that all the notes might be put into one, for the convenience of making the annual endorsements. This the Treasurer declined doing without authority from the officers of the Institution for

changing the securities. After obtaining this authority, he made a note for the whole amount, payable in one year, that being the time when the next payment would become due. This the Town Treasurer refused to sign, saying there was then a prospect of obtaining the money at a lower rate of interest.

Under these circumstances the Trustees of the Institution consider themselves as justified in viewing the loan as having been made according to the votes of the town, and payable in annual instalments; and that it was only because the conditions on which the Treasurer was authorized to obtain the money, and the manner in which the town had voted to pay it, were so well known to both the parties, that measures were not taken to have the terms of the contract more definitely expressed. But as the Town Treasurer denies having made any such contract, it would not be prudent for the Trustees to hazard the funds of the depositors in contesting the matter with the town.

If this payment is received, then will there be \$21,843.56 in cash on hand not drawing interest, and without any prospect of immediate investment on such terms as to enable us to continue to pay dividends at the rate of five per cent. It will then become necessary either to close the concerns of the Institution, or reduce the rate of the dividends. In consideration of the benefit to the community from the safe-keeping of such sums as are usually deposited, the committee think it important that the operations of the Institution should be continued, though the rate of interest may be reduced; and being informed that there would be an opportunity to loan a considerable part of the money on hand, on notes secured by mortgage, they would recommend that the semi-annual dividends be reduced to the rate of four per

cent. per annum, and that such alterations should be made in the by-laws as will authorize the Board of Investment to make loans on notes or bonds, secured by mortgage or other collateral security, under such limitations and restrictions as the Trustees may think proper.

ELISHA GLIDDEN,  
SAM'L BATCHELDER, } Committee.  
ELISHA BARTLETT, }

LOWELL, September 24, 1830.

## ( B. )

The average rate of interest paid by this Bank is as follows :

1835, . . . . .	6.758 %	<i>Brought forward,</i>	33.840 %
1840, . . . . .	6.869	1860, . . . . .	7.461
1845, . . . . .	5.709	1865, . . . . .	8.330
1850, . . . . .	7.127	1870, . . . . .	7.933
1855, . . . . .	7.377	1875, . . . . .	7.307
	<hr/>	1880, . . . . .	4.340
<i>Carried forward,</i>	33.840—		<hr/>
			69.211—
	$69.211 \div 10 = 6.9211$		%.

## ( C. )

The number of open accounts May of each year, 1830 to 1878 inclusive :

1829, . . . . .	—	1846, . . . . .	4679	1863, . . . . .	4650
1830, . . . . .	151	1847, . . . . .	5301	1864, . . . . .	4746
1831, . . . . .	220	1848, . . . . .	5447	1865, . . . . .	4721
1832, . . . . .	367	1849, . . . . .	4714	1866, . . . . .	4459
1833, . . . . .	587	1850, . . . . .	4793	1867, . . . . .	4862
1834, . . . . .	831	1851, . . . . .	4758	1868, . . . . .	4929
1835, . . . . .	1277	1852, . . . . .	4887	1869, . . . . .	5001
1836, . . . . .	1611	1853, . . . . .	5660	1870, . . . . .	5404
1837, . . . . .	1531	1854, . . . . .	6140	1871, . . . . .	5170
1838, . . . . .	1631	1855, . . . . .	6166	1872, . . . . .	5240
1839, . . . . .	1927	1856, . . . . .	5618	1873, . . . . .	5337
1840, . . . . .	2137	1857, . . . . .	5612	1874, . . . . .	5453
1841, . . . . .	2469	1858, . . . . .	4817	1875, . . . . .	5580
1842, . . . . .	2883	1859, . . . . .	5216	1876, . . . . .	5474
1843, . . . . .	2549	1860, . . . . .	5629	1877, . . . . .	5703
1844, . . . . .	3112	1861, . . . . .	5104	1878, . . . . .	6192
1845, . . . . .	4079	1862, . . . . .	4540	1879, . . . . .	—



( D. )

Amount of deposits January 1st of each year, with increase and decrease since previous year :

Jan.	Amount of Deposit.	Increase.	Decrease.	Jan.	Amount of Deposit.	Increase.	Decrease.
1829				1855	\$1,174,669.57	\$111,937.31	
1830	\$7,937.00			1856	1,066,397.26		\$108,272.31
1831	22,995.50	\$15,058.50		1857	1,078,099.74	11,702.48	
1832	43,390.88	20,395.38		1858	974,495.27		103,604.47
1833	63,511.39	20,120.51		1859	1,016,479.40	41,984.13	
1834	104,348.97	40,837.58		1860	1,146,093.01	129,613.61	
1835	122,178.41	17,829.44		1861	1,202,185.82	56,092.81	
1836	178,999.76	56,821.35		1862	1,038,563.40		163,622.42
1837	208,095.18	29,095.42		1863	1,051,427.27	12,863.87	
1838	210,406.48	2,311.30		1864	1,069,818.91	18,391.64	
1839	244,523.39	34,116.91		1865	1,132,814.24	62,995.33	
1840	305,895.95	61,372.56		1866	1,048,189.91		84,624.33
1841	358,982.14	53,086.19		1867	1,149,848.93	101,659.02	
1842	445,532.42	86,550.28		1868	1,229,280.80	79,431.87	
1843	423,682.53		\$21,849.89	1869	1,295,733.72	66,452.92	
1844	461,994.57	38,312.04		1870	1,388,128.46	92,394.74	
1845	607,769.23	145,774.66		1871	1,545,531.04	157,402.58	
1846	722,637.95	114,868.72		1872	1,699,911.32	154,380.28	
1847	789,175.14	66,537.19		1873	1,801,943.10	102,031.78	
1848	835,169.13	45,993.99		1874	1,887,820.30	85,877.20	
1849	730,665.47		104,503.66	1875	2,062,928.70	175,108.40	
1850	715,761.36		14,904.11	1876	2,174,009.96	111,081.26	
1851	722,226.19	6,464.83		1877	2,263,378.69	89,368.73	
1852	754,136.60	31,910.41		1878	2,407,070.66	143,691.97	
1853	881,270.31	127,133.71		1879	2,532,280.15	125,209.49	
1854	1,062,732.26	181,461.95					

## ( E. )

MARCH 18, 1879.

Received of Depositors, . . . . .	\$12,566,669.86
Paid to Depositors, . . . . .	9,972,498.36
There have been paid 107 Dividends, amounting to	2,637,381.39

## ( F. )

State of the Lowell Institution for Savings, Tuesday,  
March 18, 1879:

United States Loan, . . . . .	\$ 465,000.00
Cities and Towns, . . . . .	1,228,500.00
Bank Stock, . . . . .	329,800.00
Real Estate, . . . . .	20,334.06
Loan on Mortgage, . . . . .	499,177.88
“ “ Stock, . . . . .	4,500.00
“ to Banks, . . . . .	3,000.00
Cash (change, \$87.58), . . . . .	94,642.31
	<u>\$2,644,954.25</u>
Deposits, . . . . .	\$2,594,171.50
Guarantee Fund, . . . . .	30,158.49
Profit and Loss, . . . . .	20,624.26
	<u>\$2,644,954.25</u>

E. &amp; O. E.

GEO. J. CARNEY,

*Treas'r.*

## ( G. )

List of officers from the commencement of the Bank, with date of election and term of service :

- \* Elisha Glidden, President, 1829 to 1834, inclusive.
- John O. Green, Vice-President, 1829; *still holds office.*
- William Gardiner, Jr., Vice-President, 1829.
- \* Warren Colburn, Vice-President, 1829; Trustee, 1830 to 1833, inclusive.
- \* Eben Appleton, Trustee, 1829 to 1830, inclusive.
- \* Samuel Batchelder, Trustee, 1829 to 1830, inclusive.
- \* Ithamar A. Beard, Trustee, 1829; Vice-President, 1830.
- Nathan A. Tufts, Trustee, 1829; Vice-President, 1830.
- Theodore Edson, Trustee, 1829 to 1834, inclusive; President, 1835;
- still holds office.*
- \* Joshua Swan, Trustee, 1829.
- \* Oliver M. Whipple, Trustee, 1829 to 1830; Vice-President, 1831 to 1834.
- \* Elisha Bartlett, Trustee, 1829 to 1830; Vice-President, 1831 to 1835.
- \* Elisha Bartlett, Trustee, 1836 to 1840, inclusive; Vice-President, 1841.
- Thomas Billings, Trustee, 1829 to 1833, inclusive.
- \* Joel Lewis, Trustee, 1830 to 1834, inclusive.
- \* Cyril French, Trustee, 1830 to 1851, inclusive.
- \* Thomas Ordway, Trustee, 1831 to 1859, inclusive.
- \* George Brownell, Trustee, 1831 to 1845, inclusive.
- \* James Russell, Trustee, 1831 to 1838, inclusive.
- \* Abiel Abbott, Trustee, 1831 to 1833, inclusive.
- \* William Austin, Trustee, 1834 to 1837, inclusive.
- \* John Clark, Trustee, 1834; Vice-President, 1835 to 1847, inclusive.
- \* Amos Blanchard, Trustee, 1834 to 1869, inclusive.
- \* John Avery, Trustee, 1835 to 1849; Vice-President, 1850 to 1864, inclusive.
- \* Benjamin Walker, Trustee, 1835 to 1839, inclusive.
- \* Elisha Huntington, Trustee, 1835; Vice-President, 1836 to 1840.
- \* Elisha Huntington, Trustee, 1841; Vice-President, 1842 to 1865.
- \* Lemuel Porter, Trustee, 1838 to 1850, inclusive.
- \* John Aiken, Trustee, 1839 to 1847; Vice-President, 1848 to 1849, inclusive.
- \* Pelham W. Warren, Trustee, 1840 to 1844, inclusive.
- \* Samuel L. Dana, Trustee, 1842 to 1867, inclusive.
- Seth Ames, Trustee, 1845 to 1849, inclusive.
- \* George H. Carleton, Trustee, 1846 to 1856, inclusive.
- \* Emory Washburn, Trustee, 1848 to 1849, inclusive.

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\* Deceased.

- \* Charles L. Tilden, Trustee, 1850 to 1858, inclusive.
- Joseph White, Trustee, 1850 to 1859, inclusive.
- Isaac Hinckley, Trustee, 1850 to 1858, inclusive.
- \* William S. Southworth, Trustee, 1851 to 1865, inclusive.
- George Motley, Trustee, 1852 to 1864; Vice-President, 1865; *still holds office.*
- Joshua Humphrey, Trustee, 1857.
- Daniel Cushing, Trustee, 1858; *still holds office.*
- \* Charles F. Battles, Trustee, 1859.
- \* Stephen Cushing, Trustee, 1859 to 1871, inclusive.
- Charles A. Savory, Trustee, 1860; *still holds office.*
- Albert Mallard, Trustee, 1860 to 1864, inclusive.
- \* William North, Trustee, 1860 to 1871, inclusive.
- Francis P. Appleton, Trustee, 1865 to 1874, inclusive.
- Samuel Kidder, Trustee, 1865; *still holds office.*
- John C. Palfrey, Vice-President, 1866 to 1874, inclusive.
- Oliver H. Moulton, Trustee, 1866 to 1870, inclusive.
- \* Oliver H. Perry, Trustee, 1868 to 1877, inclusive.
- William Nichols, Trustee, 1870 to 1876, inclusive.
- Amos B. French, Trustee, 1871; *still holds office.*
- James W. B. Shaw, Trustee, 1872; *still holds office.*
- Charles H. Coburn, Trustee, 1872 to 1878, inclusive.
- Daniel Hussey, Vice-President, 1875.
- Joseph S. Ludlam, Trustee, 1875.
- De Witt C. Farrington, Vice-President, 1876; *still holds office.*
- Frederick Bailey, Trustee, 1876; *still holds office.*

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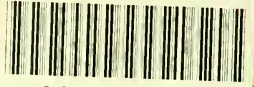








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